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# Model MILITARY INTERNATIONAL

Issue 30 - October 2008  
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**COUNTER  
INSURGENCY  
CENTURION**

Cromwell Models  
'Birdcage'  
Nagmachon



# PERFECT PLANNING

Planning and executing the perfect diorama

**PREVIEWS:** DRAGON PANTHER D ■ SKP A30 CHALLENGER ■ AND MORE...

October 2008 / £3.95 / Issue 30



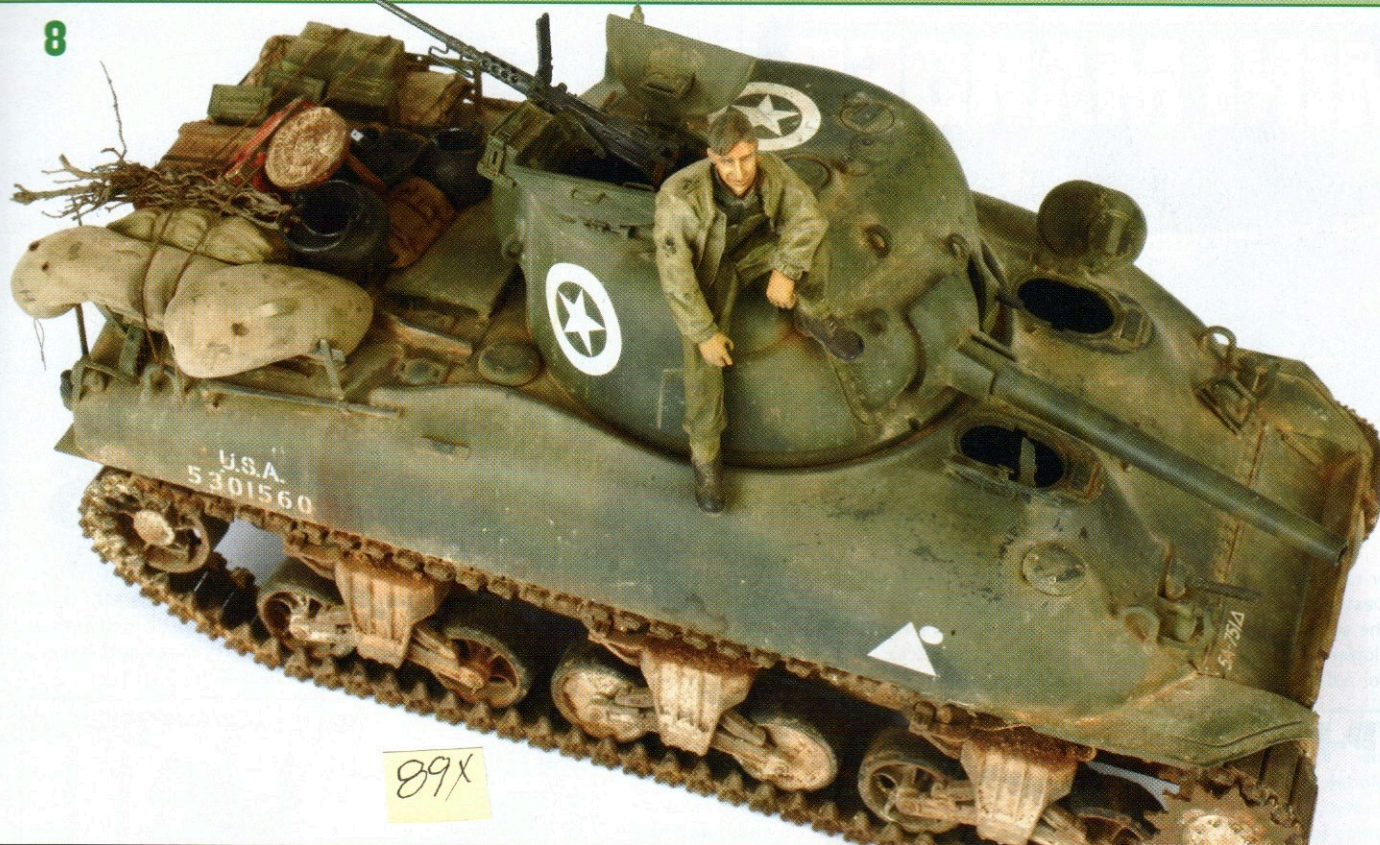
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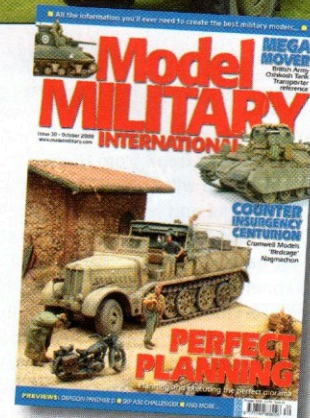
Ade Pitman reports on this year's military spectacular at the War & Peace Show.

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Keith Goldsworthy looks in the very large box of SKP's A30 Challenger

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Zackary Sex offers some excellent reference on the British Army's Oshkosh Tank Transporter



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## MINI MARDER



Due for release any day now is an all new 1:48 scale Marder III German Tank Destroyer from Tamiya. At the time of going to print we haven't yet seen the actual kit, but one can assume it will include the familiar cast metal lower hull and a set of detailed 'link and length' tracks. Look for a detailed review in a forthcoming issue.



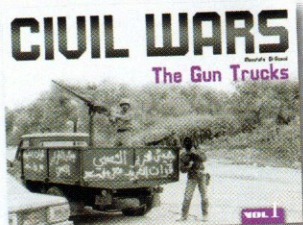
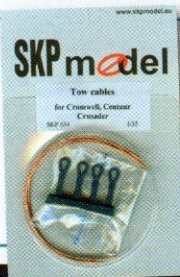
## KOREA'S ABRAMS

Just in are these shots of Academy's all new Republic of Korea Army's 1:35 K1A1 Main Battle Tank. If you think the tank bears an uncanny resemblance to the US M1 Abrams, well this is no accident as the K1A1 was actually designed by the US manufacturer General Dynamics! Watch out for a more detailed look at this all new kit from Academy in the next issue. The Academy range is distributed by Toyway in the UK.

## SKP-ING ROPE

SKP Models have just announced a nice little addition to their range with this set of 1:35 scale soft-copper cables with separate resin end-pieces to make up a set of accurate tow cables for British WWII tanks, such as the Cromwell, Centaur, Crusader and SKP's all new A30 Challenger.

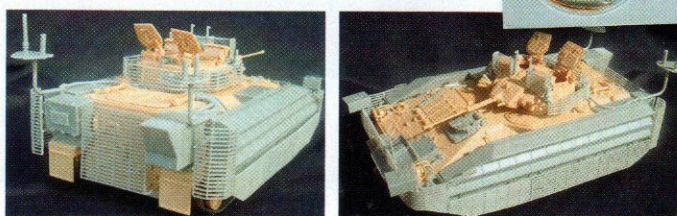
SKP products are available from direct from [www.skpmodel.eu](http://www.skpmodel.eu) and are available in the UK from Historex Agents.



## CIVIL WAR GUN TRUCKS

We have just received information on the latest book from Blue-Steel, which will be on Civil War Gun-Trucks and will offer an in-depth look at the civilian vehicles that have been converted into all manner of gun trucks and pressed into service during the bitter civil war struggles in Lebanon. The book will be hard backed and will contain some 140 pages packed with both black and white and colour photos all printed on luxury silk paper. The book will be officially released at this year's Euro Militaire, if you are going, then don't forget to pick up a signed copy from author Moustafa El-Assad.

For more info please go to [www.blue-steel.info](http://www.blue-steel.info)



## CROMWELL MODELS

Have just announced a very impressive list of subjects for future release, including a comprehensive conversion for the Academy Warrior as well as a full kit of the fearsome/ Mad Max looking Cougar and Mastiff wheeled APCs being used in Iraq and Afghanistan.

British Army Warrior Iraq 2008 conversion (for Academy kit)

CK110 US COUGAR MRAP 6x6  
CK111 US COUGAR MRAP 4x4  
CK112 ISRAELI DOZER  
CK115 US M1117 GUARDIAN ASV  
CD108 BRITISH MASTIFF with Bar/Slat Armour  
CK120 HUNGARIAN TURAN 1  
CK121 HUNGARIAN TURAN 11  
CK122 HUNGARIAN ZRYNI

For prices and release dates please go to [www.xs4all.nl/~cromwell](http://www.xs4all.nl/~cromwell)



## ACCURATE DETAILS

For those who did not know Accurate Armour are in the process of moving out of their old premises at the Kingston Industrial Estate, Port Glasgow to an all new purpose built facility near by at:

Units 6 & 7 Kelburn Business Park, Port Glasgow, Inverclyde, Scotland, PA14 6TD  
TEL & FAX 44-(0)1475 743955

[www.accurate-armour.com](http://www.accurate-armour.com)

Accurate Armour World-wide Mail Order Business will continue as usual during the move and their phone number will remain the same. I would like to wish Derek and the team my best wishes for the move and every success for the future in their new premises.

## LATEST MINIART

There is no stopping MiniArt as they continue to bring out some superb 1:35 vehicles and figure sets. Stay tuned for more news as and when we get them in for review, I for one can't wait to get my hands on them.

35045 SOVIET GUN ZIS-3 w/HORSES  
35046 GERMAN FELDGENDARMERIE  
35047 U.S. JEEP CREW & MP  
35048 SOVIET COMMAND CAR w/CREW  
35049 SOVIET JEEP CREW  
35050 BRITISH STAFF CAR w/CREW  
35051 BRITISH JEEP CREW  
35052 SOVIET ARTILLERY TRACTOR YA-12  
35055 SOVIET SOLDIERS RIDERS  
35057 SOVIET FIELD KITCHEN w/HORSES  
35058 SOVIET SPG CREW RIDERS  
35059 SU-76 on MARCH (Ukraine 1944)  
35060 GERMAN TANK CREW (France 1944)  
35061 SOVIET FIELD KITCHEN KP-42  
35062 GERMAN SOLDIERS AT REST  
35063 SOVIET SU-76M Late Prod. w/CREW  
35064 SOVIET AMMO BOXES  
35065 GERMAN SOLDIERS AT WORK

For further information, prices and availability check out  
[www.creativemodels.com](http://www.creativemodels.com) or  
[www.miniart-models.com](http://www.miniart-models.com)

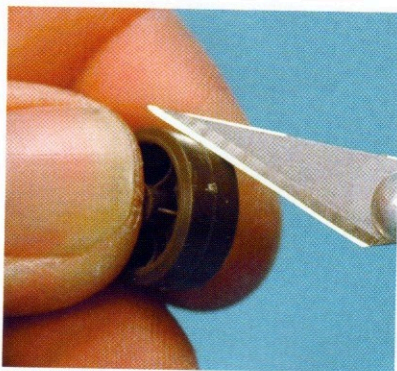


# ITALIAN CONNECTION

Pete Usher gets his hands on Tasca's M4A1 and we get the feeling he really liked it.



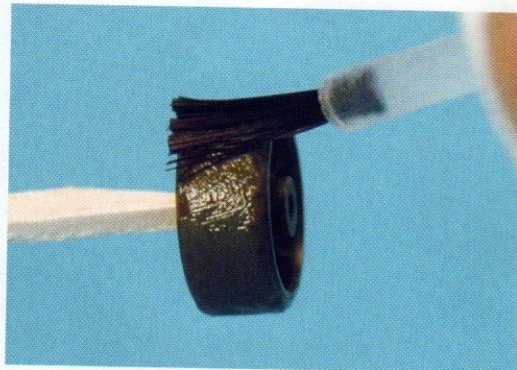




The road wheels were 'roughed up' by first using a modelling knife to cut various sized chunks and slices from the edges of the tyres. The central mould seam was also removed by back scraping with the same knife.



An old hacksaw blade was run backwards and forwards in different directions to give the tyres a generally worn out look.



Once the texturing had been completed, the tyres were then 'washed' with Humbrol Liquid Poly to soften the effect leaving a set of realistic looking worn wheels.

**"The nicest kit I've put together for a very long time..."**



A few years ago there was a definite shortage of Allied armour but now we are spoilt for choice with all the big kit manufacturers giving us plenty to keep our work benches busy for years to come.

Tasca have followed their excellent Sherman VC Firefly with this new kit of the M4A1 Sherman (Mid Production) featuring the cast hull without the direct vision ports of the first M4A1. The kit consists of 379 parts in dark olive drab plastic, 7 in clear plastic with a further 26 finely etched parts plus a set of vinyl T51 rubber block tracks, poly caps for the suspension and of course the decal and instruction sheets. This mid production M4A1 was used by most of the Commonwealth countries as well as the US Army right up to the end World War II.

#### SHORT AND SWEET REVIEW

As I have been mainly building Dragon and Tamiya kits of late, I have gotten used to how good they are, so was a little apprehensive about Tasca as they were new to me. Although I had heard good reports, nothing actually beats building one for yourself to see if they are as good as they are supposed to be.

Well I can say with the up most confidence it was every bit as good as I had hoped and I would go as far as to say it is the best quality model I've ever built. If you ever fancied building a Sherman, then build this one, it's the best.

#### BUILDING BEGINS

Construction started with distressing the rubber tyres, I first cleaned off the faint mould seam around the tyres, then followed this by slicing off the small nicks and larger chunks with a small craft knife to simulate damage from rocks and debris that get trapped between the tyre and the track.

Then I rubbed a junior hacksaw blade over the tyre at different angles to inflict some lesser wear and tear. Liquid Poly was then brushed over the tyre to smooth off any of the tiny plastic scrapings.

The hull and turret parts as I've said earlier are superb and were a breeze to assemble and I can think of nothing to say other than praise for the professional way Tasca have tackled the complex task of producing this state of the art model. Assembly really was very straightforward, the instructions were nice and clear and easy to follow making them ideal for a newcomer to the hobby and easy to get to grips with. As the model was built from the box, assembly was completed in no time at all, leaving more time for the fun bit, painting and weathering, but before that I wanted to add some stowage to add a little character and realism to the model. I concentrated the stowage on the engine deck, common to pretty much every period photo of Shermans in action.

Brass frets from an old etched detailing set was used to form a frame around the rear of the vehicle to stop the crew's 'kit' falling off as the tank moved. This framework was mainly seen on German vehicles but I've also seen it in some photographs of Shermans. Regular kitchen foil was folded over and superglued to make tarpaulins at the bottom of the pile. If you look at a real vehicle that has lots of kit on the back it doesn't look like lots of solid separate items but one mass all merging into one. The two large soft looking kit bags were moulded from Milliput Superfine putty then pushed over the brass railings for a more realistic saggy look, and then a resin pack was pushed onto the Milliput along with two indented lines to take the rope used to hold the stowage down. ►





Once construction was complete and the majority of the stowage in place, the model was given a primer coat of Halford's Plastic Primer.

The basic olive drab was mixed from Vallejo Model Air US Dark Green (016) and Sand (028). The disruptive pattern of black was added using Model Air Black/Grey.



Prior to decal application and weathering, the model was given a couple of coats of Tamiya Clear. The gloss finish prevents the decals from 'silvering' and helps the colour washes to flow over the surface and around details.

## PAINTING

As with all my kits, Halford's Plastic Primer was used as an undercoat for the other colours to follow. Vallejo Model Air US Dark Green 016 mixed with a little 028 was sprayed over the top half of the hull and the turret through a Harder & Steenbeck Ultra Airbrush, set to around 30-35 psi, these colours are very good but do need to be built up in thin layers to stop

them running. Black Grey 056 again with a little Sand Yellow was used to create the black camouflage scheme.

XF-52 Flat Earth thinned with Tamiya thinners then formed the base colour for the lower hull and running gear sprayed at the same pressure as the camouflage colours. Once this had been allowed to dry fully, a couple of thin coats of Tamiya Clear

were sprayed over the model in preparation for applying the decals (which are excellent by the way, sorry if I have started to repeat myself) and washes. To mute the white of the decals I used one of the Mig Filters P245 Brown for Dark Green. These filters have ultra fine paint pigment particles so there are no spots of paint left behind which you can get from enamel paints. But a word of warning.... give the filter a really good shake for the best results. Vallejo 520 Matt Varnish with a drop of Sand Yellow was then sprayed over the kit to give it a very matt dusty look. Some Combat Command 1st Armoured division dry transfers from Archer Transfers were now added to the sides of the hull.

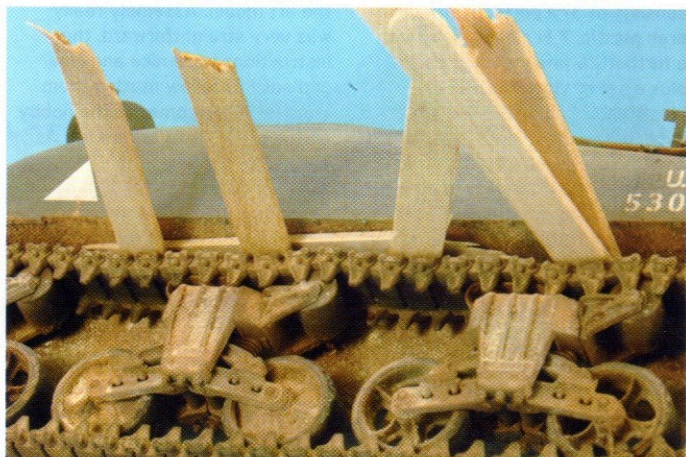
## LOWER HULL AND RUNNING GEAR WEATHERING

I wanted to place this vehicle in Italy so a heavy dusty and dried mud effect was needed. Humbrol Matt Varnish 49 thinned with enamel thinners was brushed over sections of the lower hull (I work in sections because it's best if the

matt varnish is really wet) then using an old brush, Mig Productions weathering powder is worked onto the wet varnish and the powders will soak up any excess. I mixed up a base dust mix of, European Dust PO 28, Dark Mud PO 33 and Beach Sand PO 30 changing the percentages as I worked the pigments into the varnish to add tonal variations. A gentle blast from the airbrush will remove any loose pigment. Light Dust PO 27 and Dry Mud PO 32 was then worked over the top of the base dust to give even more tonal variations to the overall effect. The tracks were weathered in the same way then superglued into position.

## WEATHERING THE UPPER HULL AND TURRET

As the lower hull was going to be getting a heavy weathering the upper hull needed to be tied in, so using the above 'dry base dust' mix I worked around panel lines and into any recesses. As with the lower hull the pigments were varied to add different tones, which all help to add visual interest.



Although the tracks fitted to Shermans are what are known as 'live tracks' and don't sag anywhere near as much as standard tracks, they do however droop a little. Author has replicated this by gluing them to the return rollers, small strips of wood are used to hold the tracks in place whilst the glue sets.



Once the decals were firmly in place the model was matted down before a mixture of various earth coloured Mig productions weathering pigments.

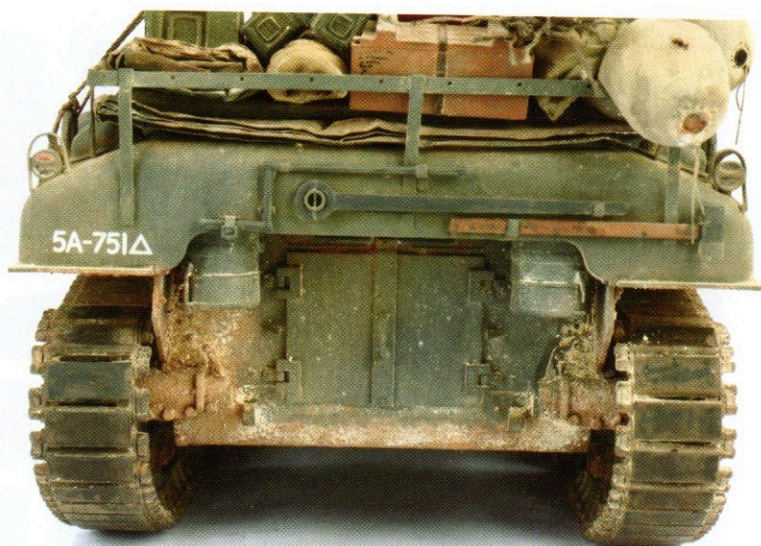


Pigments were used to tone down the bright white markings. When toning down dry-rub style transfers, this method works best as it will not cause the transfer to lift as a colour wash could, potentially spoiling the model.





The various items of stowage really add character to the model. Note how the red painted suitcase really adds that much needed splash of colour. The kit bags were made from Milliput modelling putty.



To add bulk to the dried mud, the author first painted the areas to be covered with Humbrol Matt Varnish before stippling on Earth coloured pigments.

## STOWAGE

Looking through my reference books, clutter seemed to be the theme for most of the Shermans that I saw, with everything but the kitchen sink on the vehicles I really could go to town with what was on the rear deck, so I added all the usual ammo boxes for the .50 cal Browning on the turret (which is a work of art and could be considered a kit in its own right) and packs and bags. I found

a resin suitcase in my spares box so that went in the mix. Lastly, Lynn Sangster of Historex Agents supplied me with a set of 54mm kitchen utensils from the Historex range, so lots of pots and pans and even a cooking stool found their way onto the deck of the Sherman. There is an old saying in the military, "that anyone can rough it" so this crew have liberated as many creature comforts as possible. Some dried out plant

roots were cut into short lengths to simulate a bundle of firewood and this completed the model.

## CONCLUSION

The nicest kit I've put together for a very long time and one I'm looking forward to placing in an appropriate Italian themed diorama, where I will make full use of one of Monroe Perdu's Italian Church facades. ■

## Modelspec

TASCA 1:35 M4A1 SHERMAN (MID PRODUCTION)  
KIT NO. 35010

### Materials

Various 54mm Historex Napoleonic accessories  
Harder & Steenbeck Ultra Airbrush

### Paints used

Tamiya: XF-52 Flat Earth X-22 Clear  
Humbrol: Matt Tank Grey 67, Matt Varnish 49  
Vallejo: 71.016 US Dark Green, 71.028 Sand Yellow,  
71.056 Black Grey, 520 Matt Varnish

### Weathering materials

Mig Productions: European Dust PO 28,  
Dark Mud PO 33, Beach Sand PO 30,  
Light Dust PO 27, Dry Mud PO 32  
CMK: Black Smut SD 10

- ☒ Superb tooling, ease of assembly.
- ☒ Nothing!

### Available from

Available from all good model shops.

Rating ●●●●●●●●





# COUNTER INSURGENCY CENTURION

Jim Carswell uses Cromwell Models' 'Birdcage' Nagmachon conversion to transform AFV Club's Centurion Mk.5/1 kit.





**T**he Israeli Defence Forces have certainly taken the phrase 'necessity is the mother of invention' to heart. What started out as a retired Centurion gun tank has been dramatically changed into the "Nagmachon", a heavy APC designed for urban warfare. The only identifiable features left that betray its Centurion heritage are the front glacis, lower hull, and suspension; everything else is built for pure purpose. Heavily armoured with Explosive Reactive Armour (ERA) blocks and passive armour side skirts, it definitely has a look only a mother could love.

Fortunately for modellers longing to build this beast, AFV Club have recently released an outstanding new mould Centurion Mk.5 kit in plastic, and not long after Cromwell Models was the first to announce a Nagmachon resin conversion for it. The 'birdcage' name refers to the armoured housings around the fighting compartment, which differentiate this from the fully enclosed 'doghouse' found on other versions of the Nagmachon, also referred to as the 'Mifletset' or Monster.

The Cromwell conversion consists of approximately 200 parts moulded in grey resin, a seven sheet assembly guide, clear blue plastic for the armoured glass, and chain for the side skirt safety chains.

## CONSTRUCTION

Work begins as with any resin kit with the cleanup of the resin parts. For the most part, the 'scribe and snap' method was used. Larger blocks can be cut off with a razor

saw. I have a combo disk/belt sander that was put to good use, but it's definitely an outdoor activity and to be safe I used a full-face mask/organic cartridge filter combo to protect my eyes and lungs from the resin dust. The smaller, more delicate pieces were removed with a fine laser cut razor saw. Fans of this particular magazine may refer to the article by the Editor back in Issue No.1 on building resin kits.

The general order of assembly used was the installation of the finished interior, fitting of kit suspension, engine deck; followed by the fitting of the lower and upper parts of the fighting compartment, front glacis and drivers' area upper plate and compartment. After the main

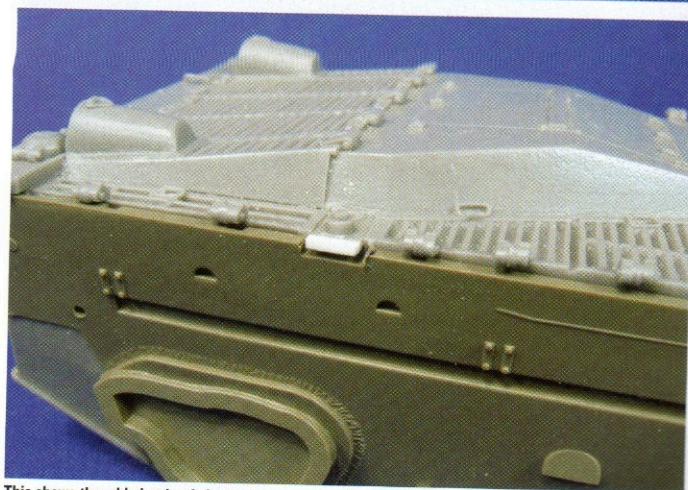
parts are on, the ERA blocks and remaining details can then be added.

Once the interior was assembled, it was dry-fit into the AFV Club lower hull (a couple of re-enforcing gussets need to be removed from the plastic kit tub first). The interior assembly was straightforward, there is room for extra detail but reference photos appear to be pretty limited. I added some Verlinden radio sets from the spares box to fill the empty radio racks. The ammo boxes are cast in place and look very good. The main interior colour is white; a point on painting - the interior faces of the hatches seem to be in the exterior body colour, only on earlier *Nagma*' shots do they appear white. At this time, the other resin hull pieces were test fitted such as the engine deck, fighting compartment, driver's area and top glacis plate. This was to get an idea of placement and to ensure the interior compartment would be attached into the proper position as there is room for error if it is too far forward or back. After the interior was permanently installed the lower-hull mine blast plate was attached using five-minute epoxy.

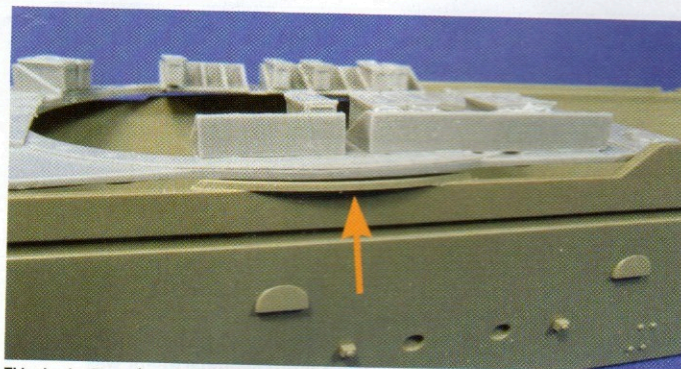
Next the outstanding AFV Club suspension was assembled and attached to the lower hull. The replacement resin idler wheel had a thin styrene disk added to the hub before the AFV Club hub cover was added. Looking at both print and Internet photos of Nagmachons it was determined that they all seem to use road wheels from the Merkava series but retained the Centurion hubs. I mixed up the road wheels using primarily Legend Mk.4 rubber rimmed wheels, a few Mk.3 steel ones and a Mk.1 rubber rimmed wheel. Many variations can be seen. The kit's one-piece tracks are adequate, but I wanted to try AFV Club's individual styrene 'workable' track set. They are moulded in a brown ABS-type plastic. Some cleanup with a file or sanding stick is necessary to get a good fit, incidentally only about one in three actually 'clicked' together positively. I assembled batches of six links and then cut the ends off of every sixth link - this was done to aid removal of the track pins if needing replacement as the ends of the links would often get bent and make pin removal very difficult apparently. Each side required 106 links. Once a run was assembled, the small ejector pin marks were filled with a drop of Mr. Surfacer 500 and then sanded smooth when dry.

Nagmachons were converted from diesel engined Shot'Kals, so a main feature of the conversion

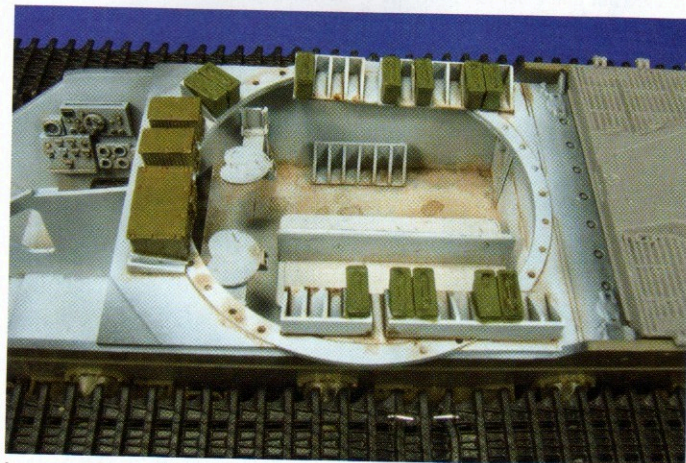
The underside of the new resin engine deck is cleaned up. Note the groove at the back that needs a bit of cleanup to fit over the rear hull plate. Don't forget to add the exhaust pipes at this time.



This shows the added strip of plastic and corresponding notch filed into the hull to fit. The notch was a little too big, so a small strip of styrene was used to shim it up.



This circular flange (arrow) will need to be removed so the resin part can fit properly.



Lower part of the superstructure in place. The radios are from an old Verlinden set that was laying around. Note how this piece is positioned and slides under the engine deck.

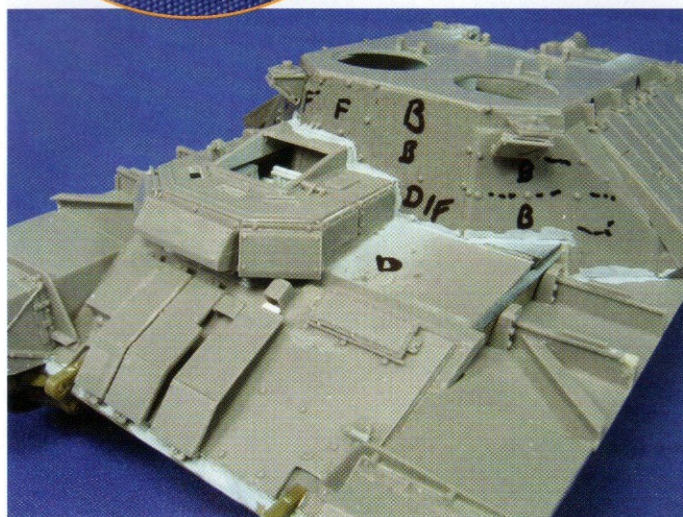
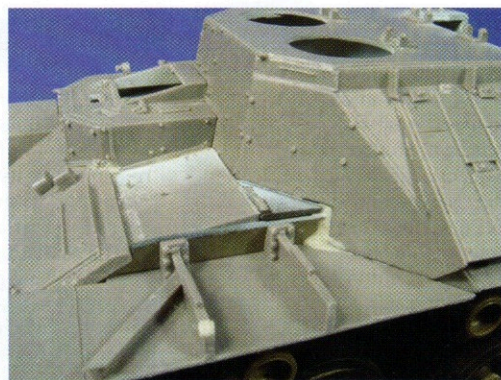




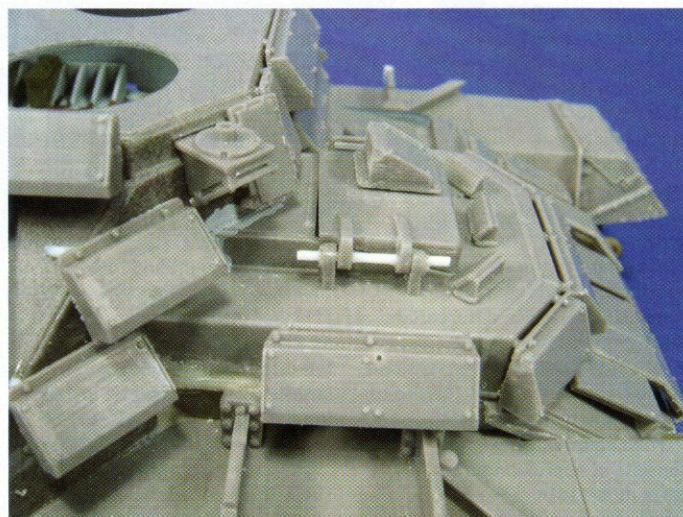
The only large air bubble on the kit, in a bad spot and needing repair. Some builders might be put off by this, but it is really no problem to repair.



The enclosure around the driver's position has a few gaps. Epoxy putty to the rescue. My preferred brand is Avies Epoxy Sculpt.



Progressing with the armour modules. The letters written on the hull help with the placement of the individual blocks. Also note the use of Mr. Surfacer 500 to fill and check the seams.



The driver's hatch can be made moveable by the installation of some styrene rod. The centre section still needs to be trimmed.

is the new engine deck and lower rear hull extension. The lower hull extension fits the kit lower hull almost perfectly. The engine deck needed a small amount of work to fit properly: I added some small rectangles of styrene strip to the deck sides (which fit into corresponding notches filed into the hull sides). I broke off a hinge so this had to be scratch built. The underside of the resin engine deck was cleaned up of all pour plugs and the rear groove cleaned out and enlarged to fit the rear vertical plate. Don't forget

to add the exhaust pipes within their housings: they can only be attached from the bottom.

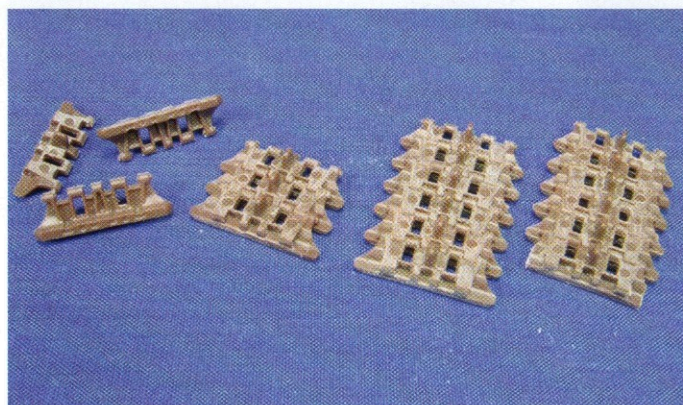
In order for the lower part of the fighting compartment (the piece with the turret ring) to fit properly, the small semicircular shaped tabs on the kit lower hull need to be removed and sanded smooth. It's best to look at the 'under-construction' photos to show how the following pieces were added: basically the lower fighting compartment was attached, followed by the large upper compartment. The top

glacis plate was next, leaving the plate over the drivers' area. The smaller drivers' compartment can then be added: this needed a bit of filling, an ideal spot for epoxy putty which can also be sculpted to simulate the welds.

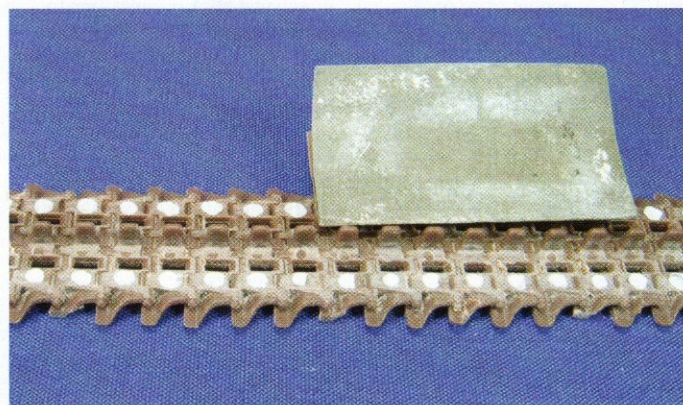
Now it was time to add the armour modules. The parts were sorted out into their respective sizes and placement was marked out on the model. Each block was then individually added; some require mounting posts that are visible in reference photos, these were done with .030" rod. It

appears the blocks can be mounted 'upside down' as seen in several photos, I chose to put all mine the 'right way up'.

Several photos on the Internet showed some 'birdcage' Nagmachons with field expedient additional protection in the form of sandbags on top of wire mesh, all supported by lengths of wood laid out across the armour 'walls'. I replicated this with epoxy putty sandbags and photo-etched screen as it gives a unique look to this model.

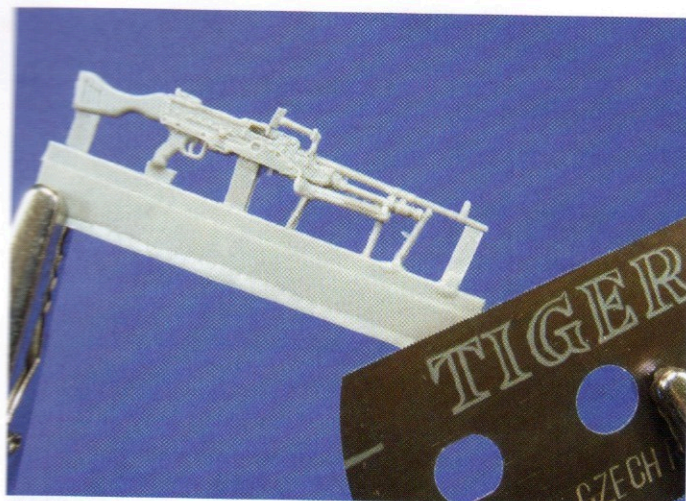


Stages of the AFV Club track assembly. Six links were put together; every sixth link had the ends cut off to replicate the original. This was done to help remove the track pin in the event the end 'flaps' of the track got bent up over the end of the pins.



The knock-out pin marks are filled with a drop of Mr. Surfacer, then sanded.





A fine razor saw is a must for removing delicate resin pieces from their pour blocks. Note the first cut has been made at the muzzle end. The end piece of the block will then be cut off, and the next gate will be cut, and so on.

#### DETAILS

The mounting plates for the smoke grenade launcher boxes didn't look quite right and didn't quite fit properly; new ones were made up from .020" strip. One thing I noticed is the open grenade boxes both have the dust cover open to the right, but if mounted on the left side, the cover should open to the left. A minor detail but it

does make fitting the left headlight cluster a little tricky.

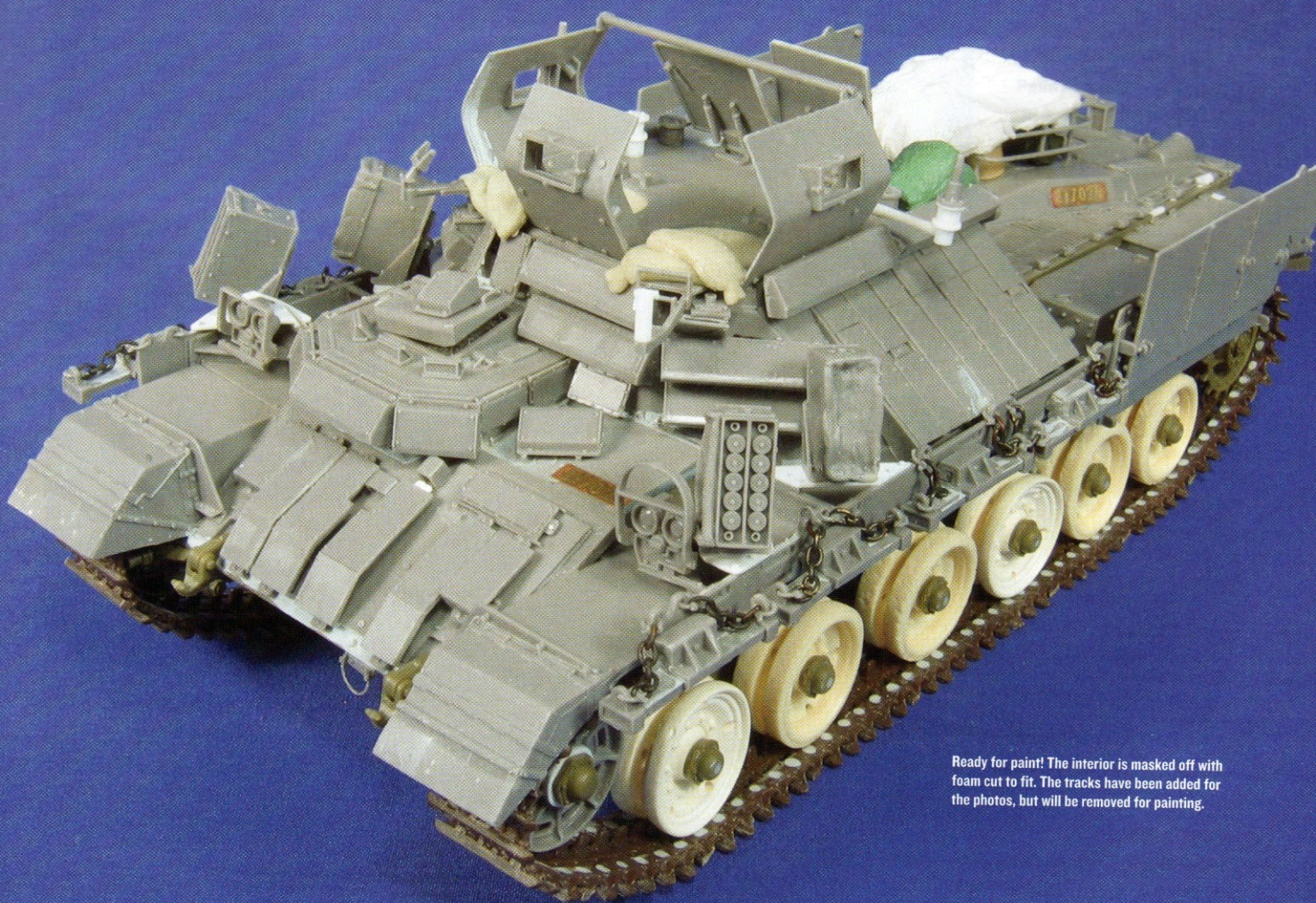
I found it easier to attach the mounts for the large armoured side skirts first; this way the chains can be added prior to final painting. The small 'c' shaped clevises are a little tricky to thread through the mounts, it was best to glue them in place first and then glue the chain onto the clevis. My conversion kit



Final details are being added such as the safety chains for the skirt armour, the epoxy putty sand bags, replacement road wheels, and stowage tarp. The roadwheels were given varying degrees of wear with a coarse file and a cutting burr in a motor tool.

was missing the 'L' shaped tube antenna mounts; I'm sure a quick e-mail to Cromwell would have them on their way, but it was just as easy to scratch-build them from styrene rod and tube. Vehicle ID plates were added from my dwindling supply on the Verlinden photo-etched sheet. There are four 7.62mm FN MAGS and ammo boxes included in the conversion;

I mounted two of them in the rear positions. The front right gun is from a Blast Models set as it had the alternate mount for the ammo box. A Dragon Mk.19 40mm grenade launcher was mounted on the left front, just because it looks so darn cool up there. The ammunition box and cradle came from the Tamiya HUMVEE kit. ▶



Ready for paint! The interior is masked off with foam cut to fit. The tracks have been added for the photos, but will be removed for painting.





The initial coat of Lifecolor UA 035 Israeli Sand Grey airbrushed over a primer coat of dark brown-black lacquer. It doesn't look too bad in the photo, but needed a green tinge to it still.



Thinned Tamiya Khaki was lightly oversprayed onto the model. This looked a little better.



Some oil filters of green and sand tints followed by centre panel highlighting help finalise the look.



Details being hand painted along with some fine chipping added. The model will be sprayed with Future to protect the finish and make it ready for the application of the Bison decals.

From this angle it looks every bit the monster. I for one wouldn't want to stand this close and throw stones at it!





## PAINTING AND FINISHING

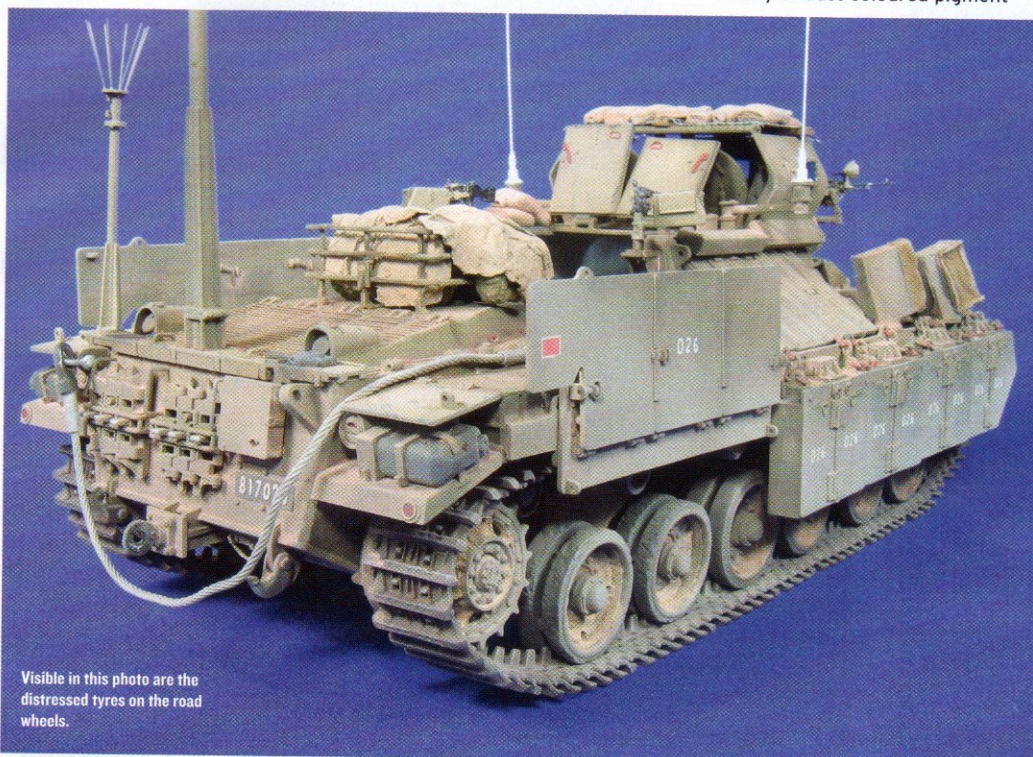
As the interior has been finished prior to hull assembly, openings were masked off with small pieces of foam cut to size. With tracks removed, wheels left loose and side skirts unattached; a primer coat of Floquil Lacquer was airbrushed onto all parts. I used a mix of Grimy Black and Roof Brown thinned with Floquil's Dio-Sol. For the base coat, I tried Lifecolor's Israeli Sand Grey 1982 (UA035), but to my eye it seemed too tan/grey (too light) for the elusive green shade of modern Israeli vehicles. I applied a light

overspray of thinned Tamiya Khaki (XF-49) and a couple of oil-based filters consisting of Sap Green then Yellow Ochre/Humbrol Sand. This brought the final colour closer to something I liked. Rather than applying an overall dark wash, I post-shaded 'shadow' areas with thinned Tamiya Smoke, and enhanced lighter 'faded' areas with thinned Tamiya Buff. Before markings were applied, I sprayed everything with a good coat of Future. The markings came from a decal set produced by Bison, specifically for Israeli armoured

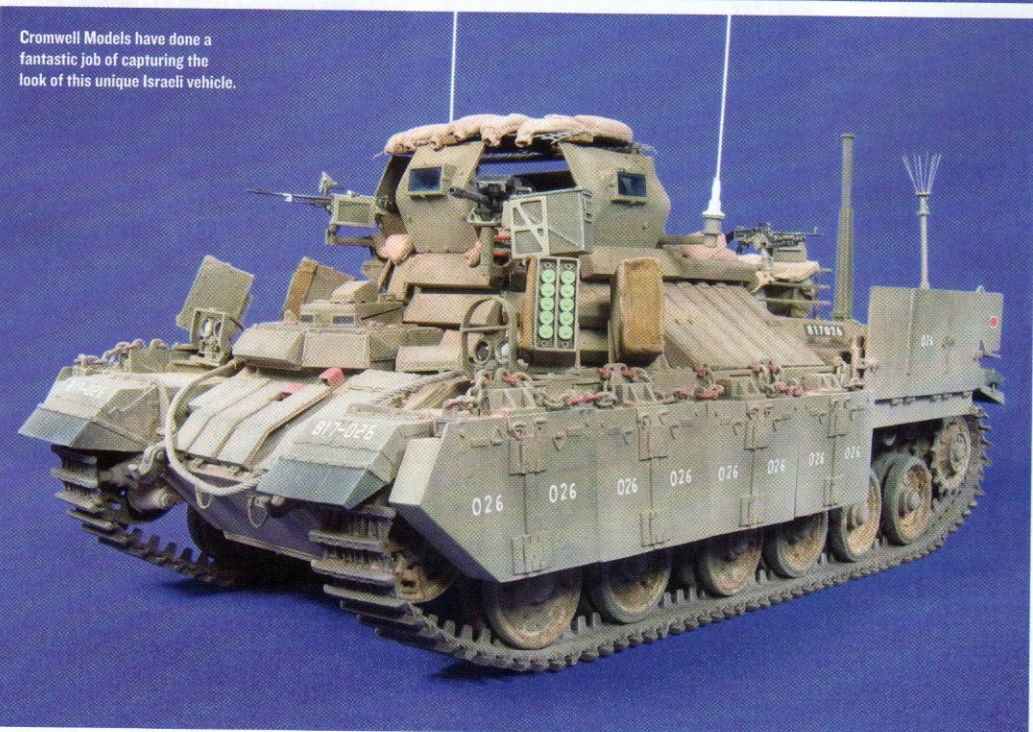
vehicles. They are very thin and went on extremely well with a small amount of decal setting solution.

After the decals had dried, everything was sprayed with an acrylic flat coat (my favourite Polly-S Flat). The dusty look was achieved using two techniques; an airbrushed dust build up, and the use of dry pigments. For 'pigments' I actually use unsanded tile grout; I have several earth and dust shades that can be mixed and matched if necessary. I mixed up a thick slurry of dust coloured pigment

and mineral spirits; this is quickly brushed on the model, force dried with a hair dryer (not too hot though!), and the majority of the dried pigments are then removed with a soft, wide brush. They are then sealed in with a light clear flat coat. A little dry brushing was done with Humbrol 72 mixed with a bit of white oil paint, and finally a few chips/scratches and general wear was added. The final job was to cut the clear blue plastic sheet to fit the armour 'walls'; these can be attached with Microscale Crystal Clear or other white glue. ■



Visible in this photo are the distressed tyres on the road wheels.



Cromwell Models have done a fantastic job of capturing the look of this unique Israeli vehicle.

## Acknowledgments

I'd like to thank Gordon Brown of Cromwell Models for the kit, the Editor for getting it at Euro 2007, and friend Gary Edmondson for transporting it back to Canada!

## Modelspec

Cromwell 1:35 Nagmachon 'Birdcage' conversion  
Item No. CA 134

### Kits used

AFV Club Centurion Mk.5/1 (AF35100) or 5/2 (AF35122)  
AFV Club Centurion Track Links (AF35102)  
Legend Productions Merkava 4 rubber rimmed road wheels  
Legend Productions Israeli Accessories  
AEF Designs Merkava 3 steel road wheels

### Paints used

Lifecolor Israeli Sand Grey 1982 UA035  
Tamiya Khaki XF-49  
Tamiya Buff XF-57  
Detail painting with appropriate shades of Humbrol enamels, Americana and Delta Ceramcoat craft acrylics.

### Weathering materials

IDF Armoured Vehicles. S. Suenkler and M. Gelbart, Tankograd Publishing 2006  
Modern Israeli Tanks and Infantry Carriers 1985-2004 Osprey New Vanguard No. 93; Osprey Publishing, M. Gelbart 2004  
Military Briefs No.2 Israeli Tank Based Carriers. M. Gelbart  
Mouse House Enterprises 2000  
Web: Adam O'Brien's IDF In Scale Forum: <http://idf-in-scale.com/forum/phpBB3/index.php> Great info for all modelling related IDF talk.

- ✓ Well engineered, detailed and cast. Fits base kit accurately with little modification.
- ✗ Conversion would have you using the kit road wheels, no mention of Merkava type being used. Shape and fit of smoke grenade launcher mounts a little off.

### Available from

Cromwell Models  
Units NT and 2  
Glasgow North Trading Estate  
24 Craigmont Street  
Glasgow G20 9BT  
Scotland UK

Rating ●●●●●●●●●●





# PLASTERED PANTHER

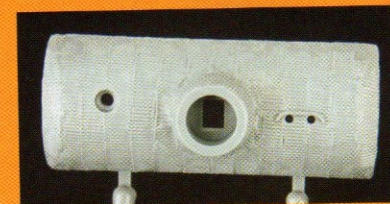
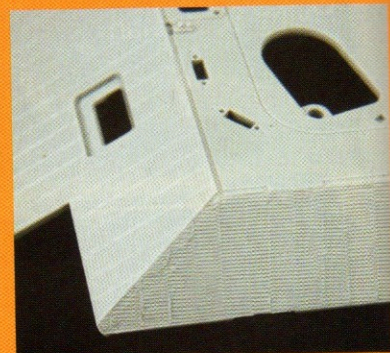
Jan Peters gives us the low down on the latest panzer to get plastered - the Panther Ausf. D.

**W**hen Dragon started applying zimmerit to their panzers, there had been a lot of discussion about these kits, and as always, it has its pros and cons. I guess it is all a matter of taste, and if you like to do your own zimmerit, there are still a lot of panzers out there to show off your handy work. I for one, love the way Dragon has tackled the zimmerit on the kits they have done so far, and I was keeping my fingers crossed for a zimmered Panther. When Dragon announced the D variant I was surprised, as I had expected to see an Ausf. A or an early G rather than this one. As is to be expected this release is based on the earlier premium edition of the D. The lower hull has the new positionable swing arms, and upgraded wheels. The upper hull and turret are new mouldings, the turret being the late type, without

the communications port, but more on that later. Just like in the premium kit Dragon have provided an extensive fret of photo etched parts, metal barrel, tow cables and shackles, brass positioning poles and a length of chain. All periscopes are provided as clear parts. This time the tracks are provided as single piece DS vinyl. Even though they are done very nicely, with open guide horns, I wonder why they haven't included the excellent 'magic' tracks that were in the premium kit, as I think the distinctive sag will be hard to create with these one piece tracks. The main feature of this kit, the zimmerit, has been done very nicely by Dragon. The pattern is nicely rendered, and looks like the real thing to me. The only part that I didn't like was the rear plate, where the zimmerit stops in a very unnatural straight line around the exhaust system, but I guess a little putty will fix that soon enough. Decals are given for two vehicles, belonging to that ever popular 'Unidentified unit'. There is something strange about these vehicle markings though, as both are featured in Ryton's 'Panther in detail' book, sporting different zimmerit patterns! 232 is in fact an earlier model D with a communications port, and it has a vertical zimmerit pattern, whilst 425 has a rough field applied coat of zimmerit, nothing like the smooth zim on the kit's hull. While I'm nit picking, there is more! Like I said the turret is of the later type, as built from

July 1943 onwards. According to Mr. T. Jentz's excellent book 'The Panther Tank, The Quest for Combat Supremacy'. At the same time the smoke dischargers were eliminated from the turret, as reports came in that they could be set off by shrapnel, blinding the tank crew in the process. The zimmerit first made its appearance in September 1943, and a month earlier a MG ring was added to the commander's cupola, which is missing from the kit. Also in August 1943, the design of the wheels were changed, and the reinforced 24 bolt wheels were used. In September the tracks were also changed to the six chevron type. So if you want to build an accurate late D version, you will have some extra details to add. Of course there are always exceptions to the rule, so check your references on the vehicle you want to portray.

Now don't be put off by this nit picking, as this is a very nice kit indeed, and it will look very good if built out of the box. If you want to build an Ausf. D without too much hassle, this is for you. I think Dragon must be applauded for their great efforts in bringing these pre-zimmered panzers onto the market, as I'm sure they are filling a huge gap in the market. With the standard of (slide) moulding of today, the possibilities are expanding, and Dragon is sure making the best of these new techniques. Now how about those Ausf. A and early Gs with zimmerit Dragon? ■







# PERFECT PLANNING

Mark Neville explains the thought process involved in planning and executing the perfect diorama.

**T**his diorama really came about by chance. As I pondered my next project looking through some kits I had 'in stock', I kept going back to the Tamiya FAMO. My wife commented 'I bought you that years ago!' as indeed she had, so I was kind of shamed into making a start on it. I had always pictured the finished vehicle in a plain dunkelgelb (dark yellow) finish, I began to think 'Italy' and remembered some bargain Custom Dioramics buildings I'd picked up at a show some time ago...the scene began to grow and I started sketching and cutting card and chunks of plaster buildings.

Rather than a step by step 'how I did...' I'd rather share my thoughts on dioramas and vignettes (smaller scenes) and how I've tackled the layout, composition and feel of the scene from sketches to finished item. Like all aspects of modelling, dioramas are very subjective and all our opinions tend to differ, there are though a few 'rules of thumb' which are always apparent in scenes that tend to work well.

Some of the most memorable works I've seen over the past few years have been the most simple, but following several guidelines. A few have only contained a single figure and a vehicle but have been beautifully presented and the composition so good that the story or focus of the scene is immediate.

## STORY TELLING

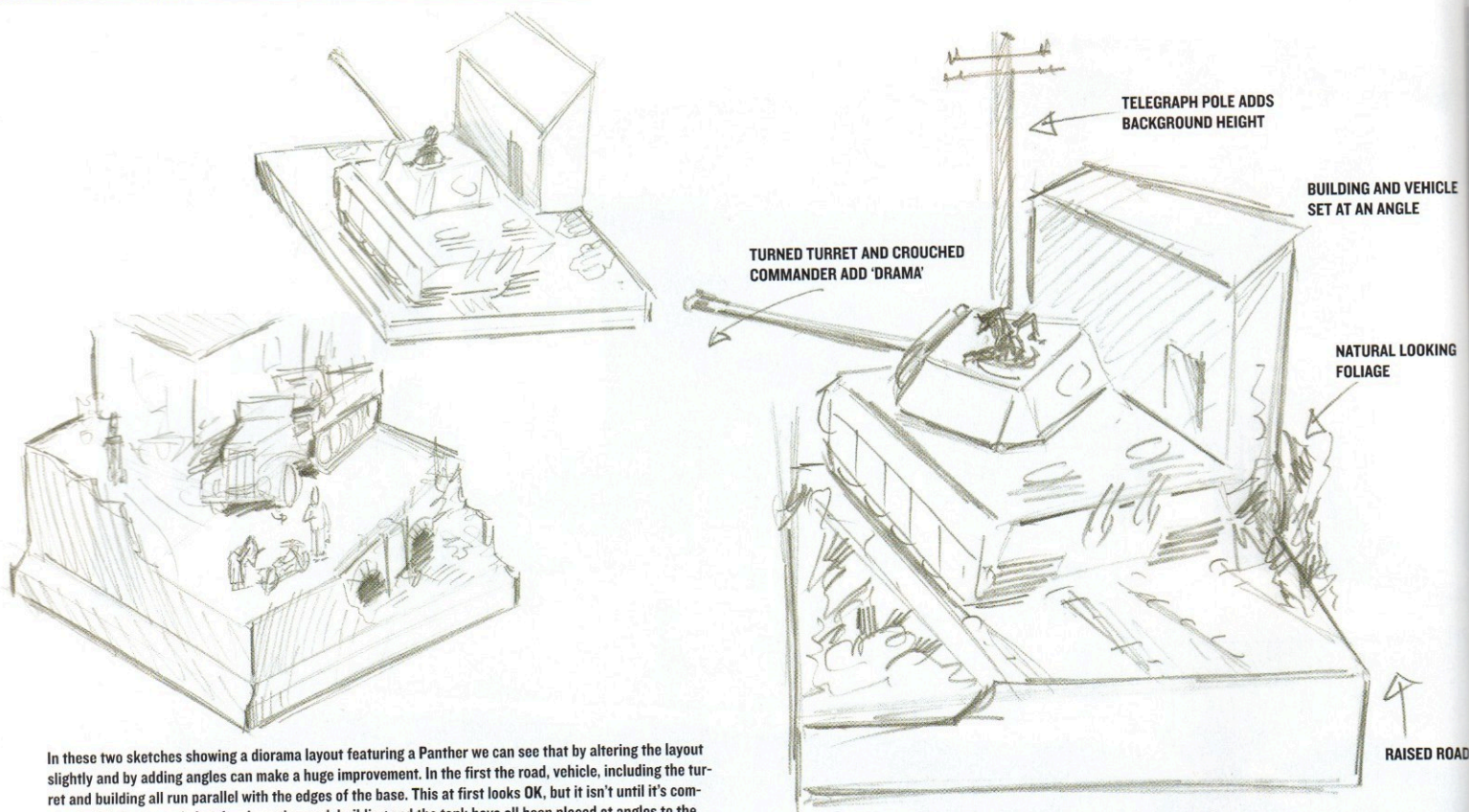
In my opinion a diorama captures a little moment in time- a little slice of the world if you like, whether it be an action scene or simply displaying a vehicle(s) with crew- what is the story you want to tell and how do you focus your viewer? It's no different to an artist composing a painting, that's why I always start with a few sketches- even just a layout plan helps establish the size of the scene. From this you'll find there are always a few principals to follow. Like a painting, a scene looks good with a foreground, middle ground and a background. The background containing something higher than the rest of the scene will help the perspective- a telegraph pole or lamp post for example, in this case it's the building. Stepping the height from front to back can also help the perspective. Vehicles and buildings in most cases look better positioned when not running parallel to the edges of the base, a base with angled shape, circle or oval may suit certain scenes, adding a slope will help the natural look of a field or farm track or help emphasise movement if a vehicle is in motion. ▶





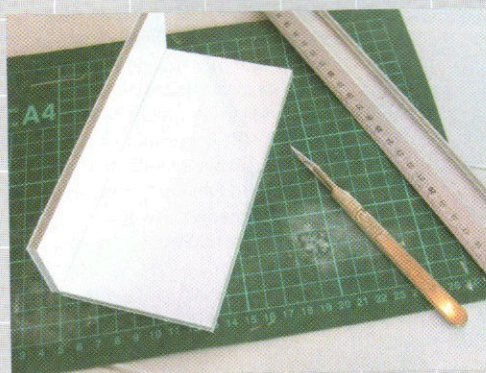




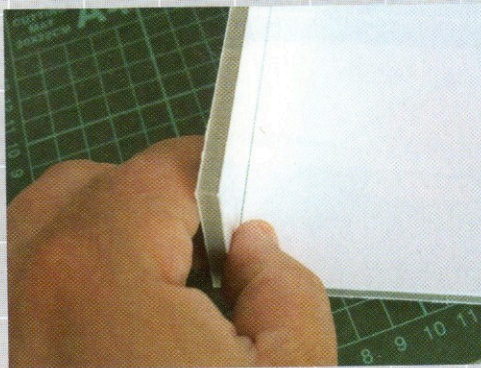


In these two sketches showing a diorama layout featuring a Panther we can see that by altering the layout slightly and by adding angles can make a huge improvement. In the first the road, vehicle, including the turret and building all run parallel with the edges of the base. This at first looks OK, but it isn't until it's compared with the second sketch, where the road, building and the tank have all been placed at angles to the frame. Doing this adds a visual drama to the scene and in this case turning the turret to the front adds even more. Note also on the second sketch that the scene is set at different heights with the level of the scene getting higher towards the rear, with the highest point being the telegraph pole at the very back.

On the author's preliminary sketches it is clear to see that he has taken into account all of the 'rules of thumb' including angles and increasing the height of the scene from foreground to background.



The 5mm thick foam board is easy to cut and shape and is very light, use PVA glue and / or pins to hold it together. With the surface paper removed, the foam can be 'engraved' as stone work etc. The board is also available in 10mm thickness.



Most of the foliage I use is from natural fibres, ferns and moss - texture for the groundwork, rocks etc, are made from crushed plaster, fine texture is sieved through a tea strainer and fixed with a water/PVA mix.

### SKETCHING THE SCENE

With a basic sketch established I start to trial all the elements of the scene using vehicles, (even part built or just a hull) figures (again could be part built) cardboard and polystyrene. The main 'box' that this diorama is built on is from foam-core board of 5mm thickness. This is a material with many uses in dioramas, great for scratch-building structures and building the basic shapes, it's easily cut and can be pinned together and glued with PVA. A local print supplier or printer would be the best source for off-cuts, even large sheets are in-expensive, craft and art stores

may also stock foam-core. This established the basic shapes of my scene along with the sections of the plaster cast buildings which were cut to suit with a razor saw. Next a mix of decorating filler, PVA glue and fine sawdust begin to build the shape before surface texture can be applied. If you've been following the Editor's series each month on groundwork you'll have a few ideas if you haven't tackled anything like this before. I tend to use mostly natural fibres, ferns and mosses and a mixture of paints and pigment powders, the techniques to achieve shadows, highlights etc, the same as painting vehicles.

With the basic shape of the groundwork established I toyed with the composition of the figures and vehicles, after many configurations I found the following layout told the simple story with least fuss. The returning motorcyclist from a recce washes the dust from his hair before briefing the FAMO driver while the disgruntled crewman and inquisitive farmer look on. The focal point of the bike and rider sits on a 'platform' provided by the raised road. I have deliberately tried to keep the interest in the foreground neutral so that the eye is not distracted and can be drawn naturally into the scene and

eventually to the FAMO which has pulled over to the roadside.

### REFERENCES

The FAMO depicts a vehicle of Hermann Goering Division which provided me with some scope with the uniform colours which I wanted to add contrasts to the general monotone look of the landscape. I find when painting and detailing groundwork and buildings, that surrounding myself with reference photos is a great help - in this case I created a large board and pinned prints from the internet of 'rural Italy' all in colour, reference of buildings and landscape are easily





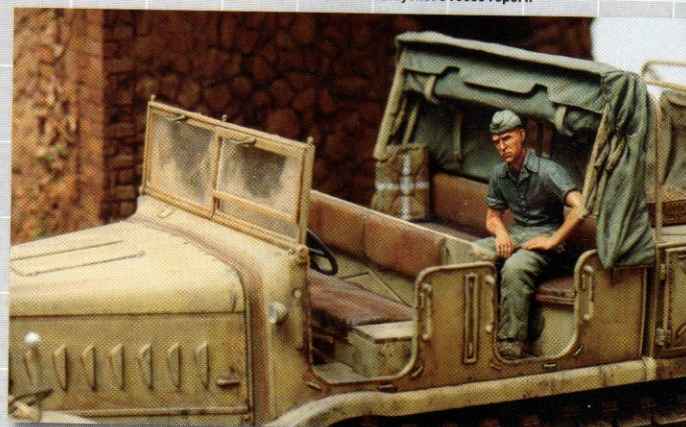
The focal point of this scene is in fact one of the smallest elements. Note how a length of clear stretched sprue has been used to realistically represent the water running from the motorcyclist's head as he washes the dust from his hair.



The placement of the FAMO driver and the choice of figure is crucial to the scene, as he visually links the exhausted motorcyclist to the disgruntled looking mechanic, impatiently waiting in the FAMO to get to their next recovery task without want to wait for the motorcyclist's recce report.



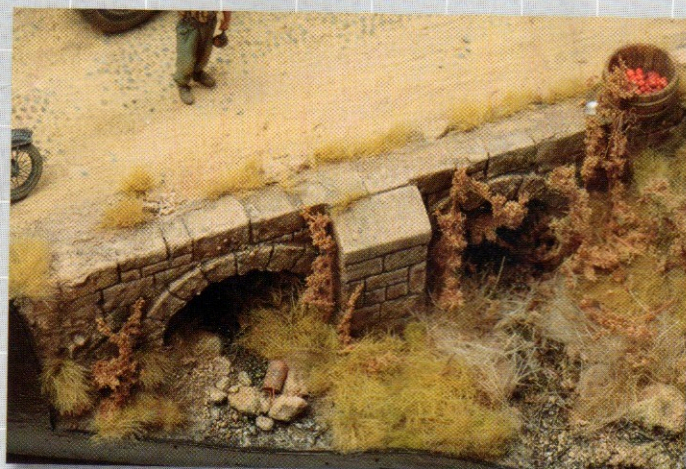
The Model Victoria Farmer adds that civilian element to the diorama. Studying this image reveals a couple of key points, such as filling dead space and adding colour. By using a civilian figure it helps to explain the environment as well as adding that much needed splash of colour with the clothing being painted in brighter colours than the soldiers' uniforms. The pieces of wood leaning against the building also add colour as well as filling an otherwise empty and visually dead space.



By placing a single figure on the FAMO really helps to give scale to this huge vehicle. Note also the realistic dust effect on the windscreen, this is achieved using masking tape to mask off the wiper's arc before applying pigment powders with a soft brush. The masks can then be carefully removed to reveal clean wiper blade arcs.



To fill the cargo bed of the FAMO the author used a combination of Cromwell Models FAMO Rear Load, which is a highly detailed resin casting that just requires careful painting. Along with the resin casting, some separate items from the spares box have also been used to complete that cluttered look.



As explained in the main text the ideal scene should have a fore, middle and background and should get higher toward the back of the scene. This can be achieved by sloping the scene or in this case adding a step in the form of a retaining wall for the roadway. A combination of natural materials such as moss and twigs together with various model railway grasses have been used to create realistic undergrowth.

found and just as important as uniform and vehicle information to produce a good looking representation. Taking time with the groundwork colours and blending vehicles into the surroundings ties everything together, a twenty ton tank won't sit on top of the earth but in many cases move 'through' it.

#### A PROFESSIONAL FINISH

Framing the diorama in my opinion is very important. A good base and edging finishes everything as framing a picture does. I think

the best way is to start with the finished surround and mask it until everything is finished. Here I've used thin bass wood stained and varnished to the sides of the 'box' this was then fixed to a piece of MDF which I had machined to size by a local workshop which was inexpensive. If you don't have a local helpful workshop nearby, there are several companies specialising in bases for modellers. Compact scenes will usually benefit from a deeper plinth adding a nice presentation to the finished piece.

#### A TITLE

A quality nameplate or title finishes off the 'frame'- these again are inexpensive but make such a difference, various finishes and fonts are available always providing a nice finishing touch.

The vast amount of diorama 'kits' available now enables beginners to this area of the hobby to get started with some good results. Much of what I've highlighted regarding composition is already done where ground and buildings are supplied in a set which need

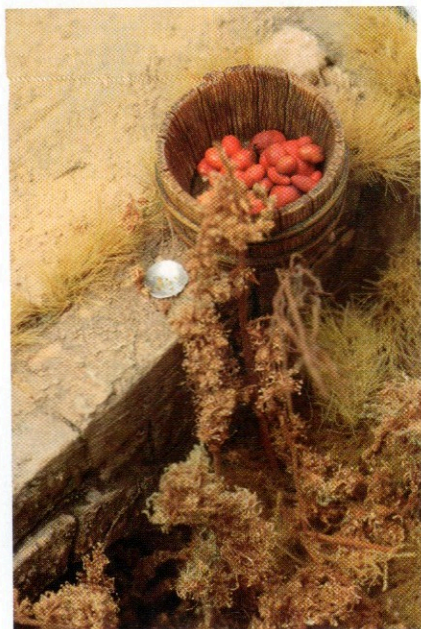
little more than details adding and painting (companies such as Great North Roads specialise in this. - Ed). A couple of very good books to inspire diorama builders are 'Nordic Edge' and 'Nordic Edge Vol 2' - both collections of works by Scandinavian modellers featuring superb dioramas and information. [www.nordicedge.com](http://www.nordicedge.com) also available from hobby and military book stockists) I hope this has given an insight on how to approach a diorama, be it big or small and not to get intimidated by it. ■





# Tech Guide

- DIORAMA FEATURE - TAMIYA 1:35 SD.KFZ 9 18T FAMO HALF TRACK KIT NO. 35239



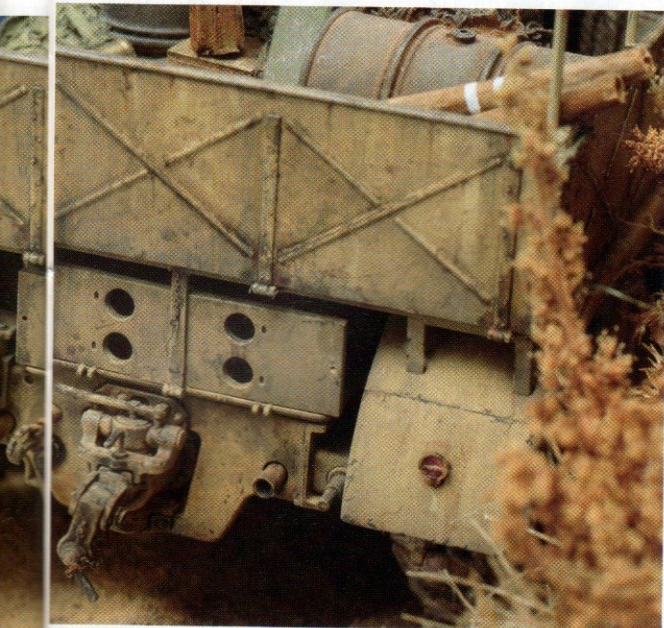
A mistake often made when filling spaces is to fill them with military items such as oil drums, Jerry cans or ammunition. Here the author has chosen to a focal point for the foreground in the form of a barrel of plum tomatoes that the farmer has left for passers by could take what they want and leave money on the small metal plate lying beside the barrel.



Even the rear side of the vehicle, which cannot be readily seen from the front of the diorama has been fully detailed and painted. Note how much care has been taken painting the damaged fender and towing arm.







To recreate the weathered and grimy look of the tailgate and rear of the FAMO the author added tiny scratches and chips followed by a colour wash, this was repeated several times, by doing this gives both age and depth to the finish. If doing this effect only once gives the impression that all the damage was done at the same time and not over the entire life of the vehicle.



From this angle it is clear to see that the author has stuck to the 'rules of thumb'. The diorama slopes upward toward the rear. Note how the FAMO has been placed so the right hand wheel and tracks are in the small ditch at the side of the road and the front wheels have been angled. All this adds subconscious interest to the scene. This may all seem a bit deep but it really does make a difference.

#### Acknowledgements

I'd like to extend thanks to Chris Henderson [www.chp-photo.com](http://www.chp-photo.com) for the shots, Dean Allison and Graham Newman my diorama mentor.

#### Modelspec

##### Diorama feature

##### Materials

Tamiya FAMO Sdkfz 9 Kit No.35239  
Decal Star FAMO Folded Cab Tilt (resin) D030  
Cromwell Models FAMO Rear Load (resin) CA129  
Tamiya DKW Motorcycle Kit No.89548  
Aber Detail Set 35091  
Figures: conversions on MiniArt and Royal Models  
'Farmer with Shovel' from Model Victoria  
Buildings from Custom Dioramics (sections of) Italian Stable and Small European Bridge.

##### Paints used

Vallejo Acrylics (various)  
Winsor and Newton oil colours (various)  
Winsor and Newton gouache (various)  
MIG pigment powders (various)

##### Available from

Tamiya - All good model shops worldwide  
Title plate - 'Name-It' [www.nameitnameplates.co.uk](http://www.nameitnameplates.co.uk)  
Aber - [www.historex-agents.co.uk](http://www.historex-agents.co.uk)  
Model Victoria - [www.sbmodels.net](http://www.sbmodels.net)

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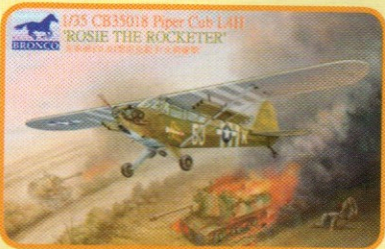
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The completed Legend Nagmachon as seen on the box top image.

# WHO LET THE DOGS OUT?

Graeme Carruthers takes a look at two of the resin update sets available to convert the AFV Club Centurion into the IDF Nagmachon APC, otherwise known as the 'Mifletset' (Monster).

**T**he Nagmachon Doghouse is a vehicle that has been on IDF modellers' wish lists since it first showed its ugly face a few years ago. Based on the hulls of upgraded British Centurion tanks this is the latest version in Israel's long line of home made personnel carriers and thanks to AFV Club's new Centurion kits this conversion has become at last a reality.

Now not only are we blessed with having one conversion kit on the market, we are lucky enough to have two. I will look at the Cromwell Models kit first because it was the first on to the scene premiering at this year's Trucks 'n' Tracks Show, followed a few months later by the Legend Productions offering.

## CROMWELL MODELS

The kit comes in Cromwell's 'exciting' new packaging of plain white boxes so that's why there is no box top picture included with this review. Once opening the said new box you are met with multiple bags of cleanly cast grey resin and a set of line-drawing instructions. The instructions tell you that the AFV Club lower hull will need some minor surgery to get the new upper hull and interior pieces to fit and this should pose no problems to the careful modeller. The new

upper hull is in a number of pieces similar to the AFV Club's upper hull design and the main Nagmachon casemate is a single piece with an area of its roof, where the doghouse sits, marked so it can be removed with ease. The additions to the lower hull are the armoured belly plate and the IDF version of the idler wheels.

As this is purely a resin kit, all the smaller fittings even down to the delicate light brush-guards are cast as single pieces of resin that will need careful removal from their runners. None of these smaller pieces were damaged in my example, mainly due to the extra support pieces and resin dividers that Cromwell provides to keep the pieces safe. The large thick side armour panels are nicely detailed and even though you will have to source the chain to attach them, the kit does come with the correct attachment shackles.

The delicate wire framed equipment basket found on the engine deck is cast in a single piece of resin, (no honestly!) that will take a minute to clean up and be ready to put into place, another great example of Cromwell's casting prowess.

All the hatches are provided as separate items that can be left open or crewed up if you wish. A blue, opaque plastic sheet

is provided for you to cut and position as the doghouse's bullet proof glass panels.

Considering this is the age of the multimedia kit, Cromwell have made a great kit using only resin and have used their many years of experience to provide a very build-able kit of a very detailed and complex modern personnel carrier.

## LEGEND PRODUCTIONS

The Legend kit comes in their usual stout cardboard packaging with a picture of a built-up and painted model on the top. When opening the box, and after regaining consciousness from inhaling Legend's legendary strong resin smell, you are met with numerous bags of resin, a single-piece upper hull, two sheets of etched brass, a length of brass wire and a set of instructions consisting of annotated colour photographs.

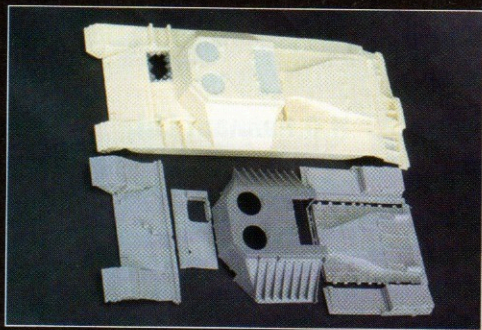
You will need to begin the model by adding the nicely detailed interior provided before you move onto the upper hull. The hull piece will need the very careful removal of large pouring plugs from the rear before you start putting pieces together. This larger piece is also the place where I found the only air bubbles on the kit ruining the rear reflectors on both sides on the mudguards. The upper hull piece also has the lower casemate

cast in place however the area of its roof that needs removing isn't marked and measurements provided in the instructions will need to be followed to make sure you cut away the correct area.

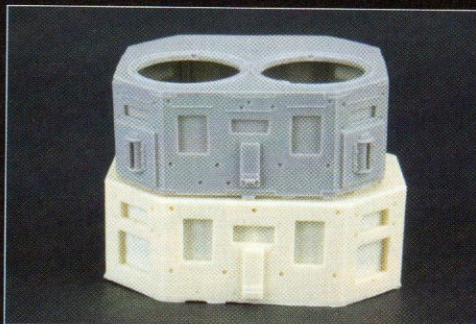
The doghouse is a hollow resin block that is detailed by many smaller resin pieces, brass rod grab-handles, clear plastic windows, plastic rod (not provided) and etched pieces. The etched pieces allow you to make the metal window coverings found on later versions of the doghouse and are beautifully shaped in the correct intricate mesh pattern.

The side armour blocks are cast hollow with open backs that mean that at least the front pair will need to be filled to prevent the hollow areas being visible. Chain is provided to attach the panels but none of the attachment shackles are given.

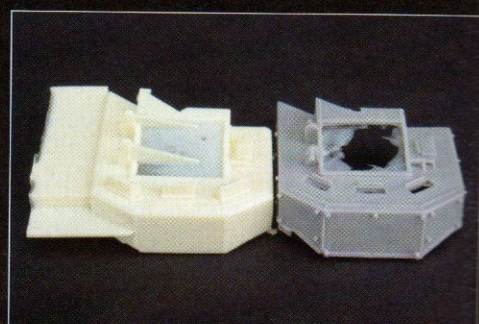
The engine deck has a lot of the smaller panel grab-handles as separate pieces and the rear equipment basket has to be created from scratch by bending the brass wire provided into the shape given in the instructions. No jig is given to help you here. The rear antenna mounts have to be made up from resin, etch and stretched sprue with the larger of the two consisting of over a dozen pieces and that's before you add



Two completely different ways of tackling the new upper hull. Legend have to be commended for flawlessly producing such a large casting.



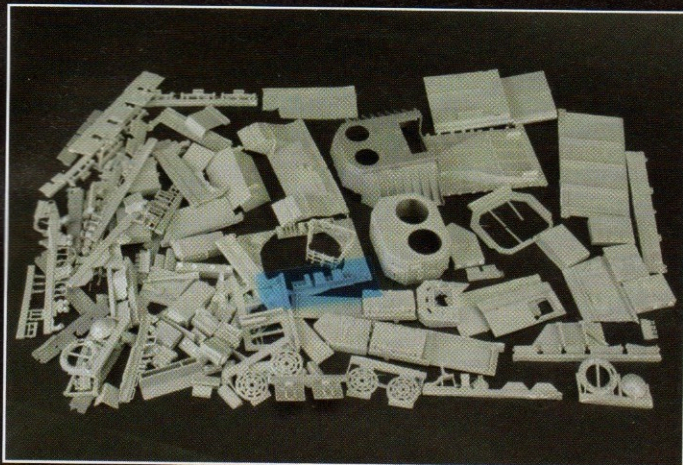
The difference in dimensions of the 'Doghouse' is noticeable in this shot. As reliable scale drawings are not readily available, it is hard to determine which is correct.



The driver's compartments are very similar. Cromwell have opted for separate periscopes. Note the size of the casting plug on the legend.



**Cromwell Models 1:35 IDF Nagmachon Doghouse conversion**  
Item No. CA138

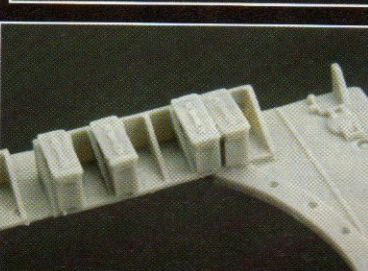
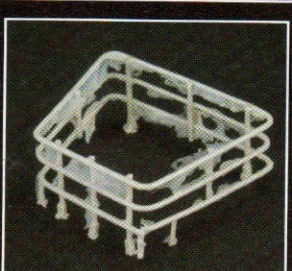
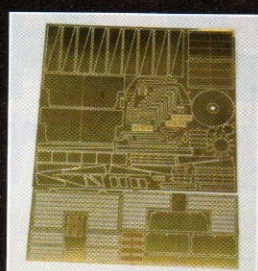
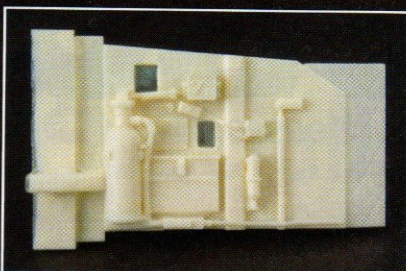
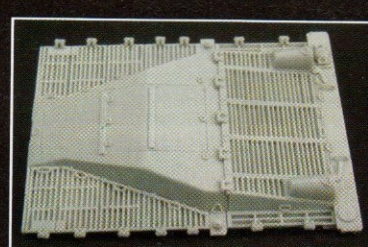
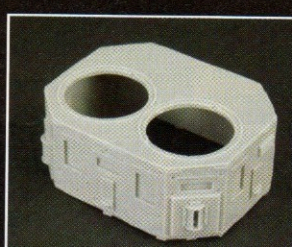
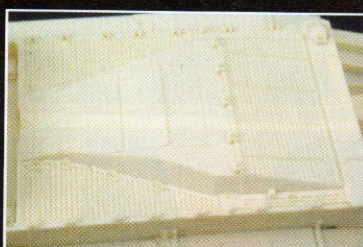
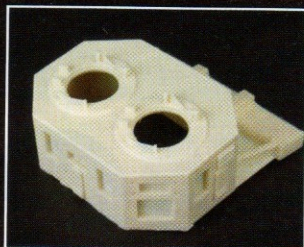


The Cromwell Nagmachon has been produced entirely from resin. The blue rectangle of acetate is included to make up the armoured glass vision-block glazing.

**Legend Productions 1:35 Nagmachon Doghouse conversion**  
Item No. LF1162



In this photo of the Legend conversion it is clear to see a lot more resin parts are included. Also supplied are two etched brass frets along with brass rod and wire and nylon thread.



the sprue antennas themselves.

A nice touch is the etch brass registration plates found on modern Israeli vehicles that allow the vehicle to be identified in case all the paint markings are destroyed in a fire.

**CONCLUSION**

Both of these kits will allow you to create a great, solid looking model of this impressive piece of modern Israeli hardware. The

Legend kit is certainly the more complex, probably to the point of being overly engineered. Even with this it is missing some details such as the belly armour plate and the hull armour shackles. The rear engine deck basket is just a pain, those of you who have had to build Legend's Magach and Merkava turret baskets will know what I am talking about.

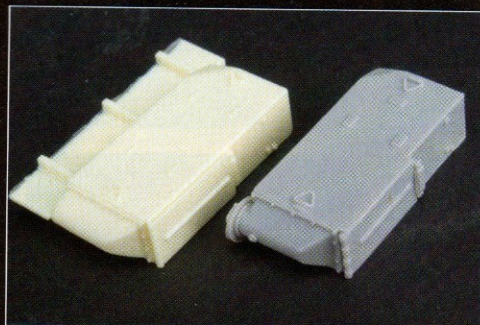
The Cromwell kit is much more of a simpler build, but with still the

same level of detail, and could be made easily by someone with some resin experience. Care will need to be taken when removing the more delicate pieces such as the light brush guards from the runners but if you use a new blade to cut them free then you should be OK.

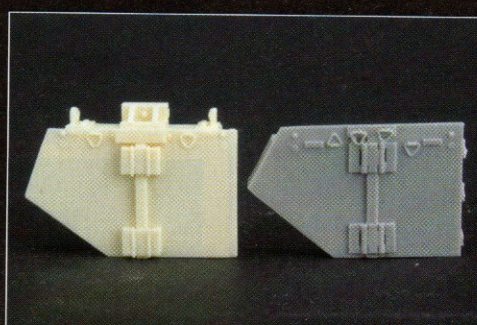
The Cromwell kit also has in some places, such as the weld seams, better detail than the Legend kit but the Legend kit does give you the fantastic

etch windscreens and a more detailed and complete set of rear antennas' mounts.

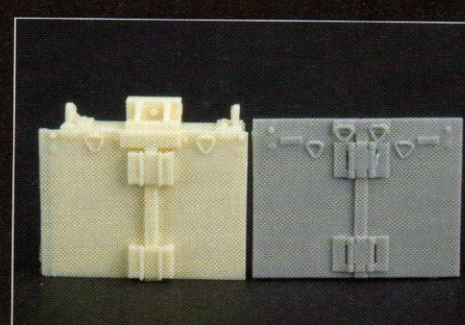
Overall both these kits are top notch and the main factor of choosing which one you go for would I say be your own level of experience with resin kits and the time you want to spend in the kit construction. The quicker, simpler Cromwell build or the longer more complex Legend build. ■



The M60 style air-cleaner boxes are similarly detailed, however the Cromwell part requires far less clean-up with regards to the casting plugs.



The forward sections of the heavy side skirts differ in both shape and detail.



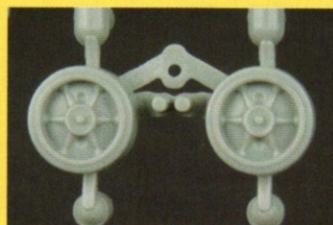
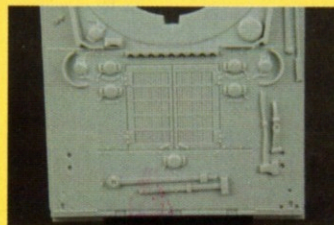
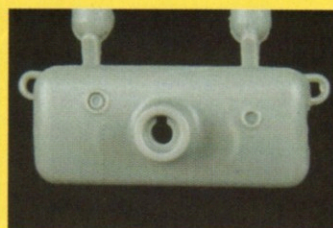
This goes for the rest of the panels. Note how much more pronounced the hinge plates are on the cream coloured Legend Production's part.





**Y**et another Sherman release from Dragon, this time the M4A2(76)W used by the Red Army during World War II and by all accounts it was very popular in Soviet service as they appreciated its reliability, that it was diesel powered and possessed adequate armour. This kit comprises 145 plastic parts, 29 etched brass parts and a set of the omnipresent DS100 tracks. As we have come to expect of Dragon, all the parts are crisply moulded and finely detailed. Highlights of

which include, easy to assemble four piece suspension units which even include tiny casting numbers, separately moulded periscopes on the hatches, a choice of three different main gun barrels and a nicely rendered 4 piece .50 cal machine gun. There are two marking options included in this kit, both finished in overall olive drab, the first is from the 2nd Tank Army in Berlin, 1945 and the second is of the 8th Guards Mechanised Corps in 1944/45. Overall a nice little kit from Dragon and is highly recommended. ■



# ALLIED AXIS

Dragon continue to lead the way with small scale armour releases, Jeff Adams checks out two of the latest.

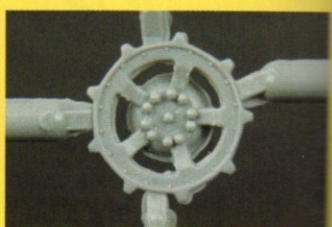
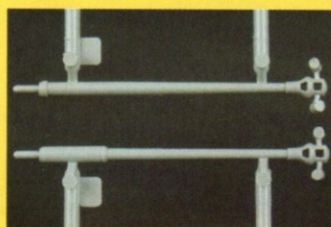
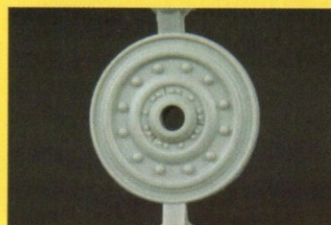
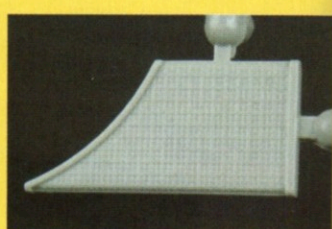
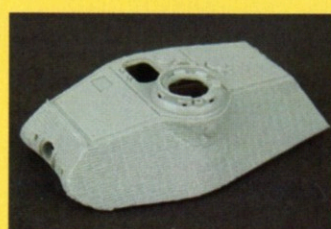
KIT REVIEW DRAGON 1:72 SDKFZ 182 KING TIGER PORSCHE TURRET W/ZIMMERIT • Item No. 7254



**D**ragon seemed to have cornered the market in 1:72 German armour with zimmerit moulded on.

The latest release is the King Tiger with the earlier Porsche turret. This kit comprises of 190 plastic parts, 4 etched brass parts and a set of DS100 tracks. All the parts are crisply moulded and highly detailed; the zimmerit in particular is very well done and will really look the part when painted. Other highlights include nicely done inner detail on the turret hatches and a breech is included for the 88mm main gun. There is also a plethora of spare parts in this kit including,

no less than 42 spare track links, two 88mm gun barrels, numerous spare hatches, two kugelblends and a nicely rendered MG 34. The only downside of this kit is that the forward intake grilles on the engine deck are in plastic which is a shame as all the other grilles are finished in etched brass. There are 6 marking options in this kit finished in a variety of schemes which gives the modeller a nice choice. Although I prefer the more angular Henschel turret on the King Tiger this is a great little kit and the inclusion of zimmerit is a real bonus. Highly recommended. ■







# LAST RESORT

## (SEPTEMBER 1946) **PART 2**

Jan Peters continues his two part article on building Trumpeter's E-10. In part 2 he describes how he completed the groundwork.

I had no idea where to start; other than that it would be a 'wet' base when I started on the groundwork. I started to have a look through my spares box, and browse the internet to get some ideas first. While doing so an idea for the layout started to form. At first I thought of a muddy road, where the E-10 would be standing

in a puddle of mud, and then my thoughts went to an abandoned industrial area. Finally I combined the two ideas, and set the E-10 on a muddy railway yard. I ordered some crushed barrels from Reality in Scale ([www.realityinscale.com](http://www.realityinscale.com)) and got some model railway masts from a company called Viessmann from my local hobby shop. These

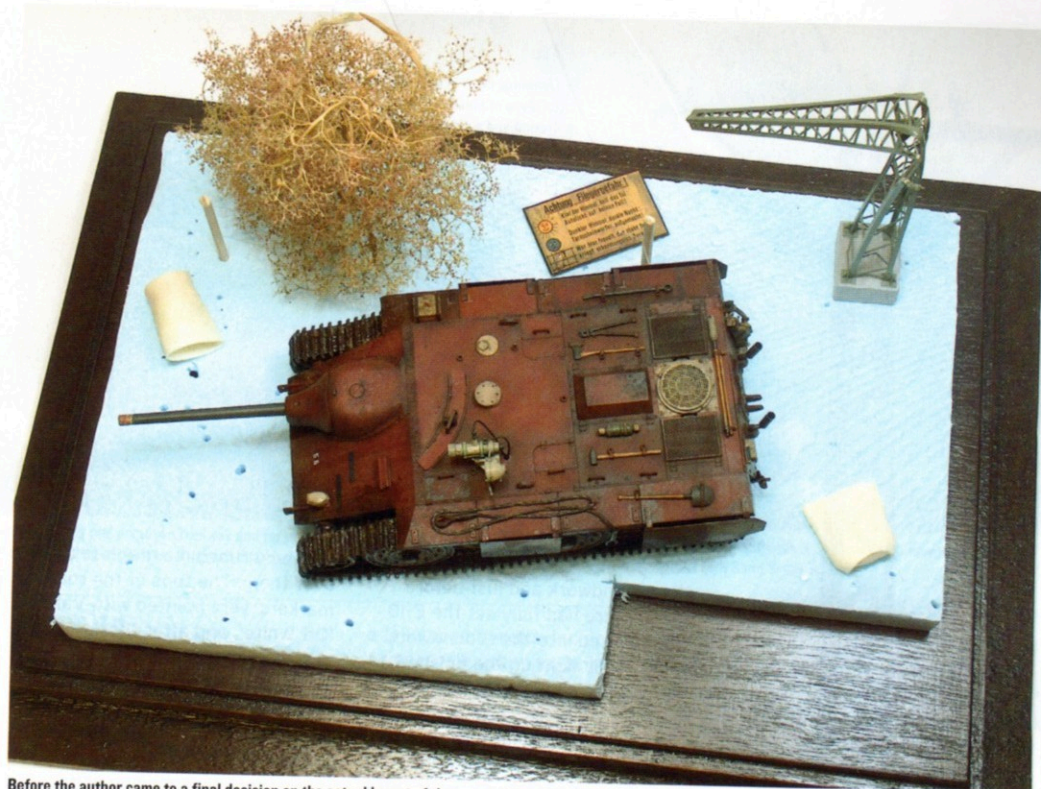
masts are not cheap, but they are nicely detailed and best of all, they are made from metal. Adding battle damage to them is made fairly easy that way. A small section of railway track was sourced from a friend in TWENOT, my modelling club. It is always good to have some friends that can help you out! I had some bases lying around my work area

(I always keep a few at hand) and started to try out some layouts. I finally settled for a base from Dutch company Jade Miniature Bases. This was large enough to add the extras I had planned, yet small enough to keep the main focus on the model itself. With the layout settled, it was time to start working on the various parts.



## GETTING STARTED

I glued a piece of 'Styrodur' insulation foam to the base, to add some extra height. The edges were finished with some wood plinths, normally used for finishing wooden floors. I puttied the edges with Tamiya's basic putty for a smooth finish, and painted it semi-gloss black, protected by two coats of clear varnish. The Trumpeter railway track was built and detailed by adding various bolt heads, made with a hexagonal punch and die. The wood grain on the sleepers was enhanced by adding some extra scratches and splits with a knife, and softening them with some liquid cement. When completed I marked the angles, and cut it to fit the base using a razor saw. The barrels only needed minor clean up. I added a bottom to one of the barrels, as it lacked it due to the casting process. I used part of an old barrel from the spares box for this, building the remainder from plastic strip. The bases of the masts were given a coat of putty, shaped to represent concrete. One of the masts was bent, and subsequently cut to make it look like it had been blown up, or battle damaged. The insulators came from the old Tamiya Road Signs set, which, despite its age, is still very useful to have lying around. The top brace was cut off, and I used some plastic rod to make it fit the masts. I drilled small holes in the insulators to fit the wires, and glued some wing nuts from my spares box to their tops. A fuse or switch box was made from evergreen sheet, and fitted to the

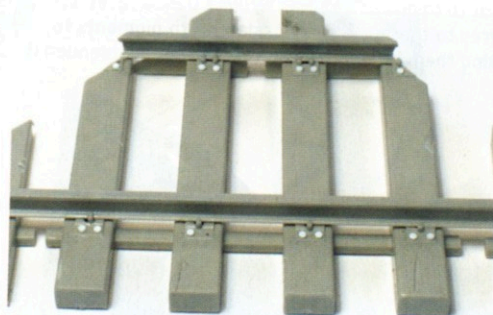


Before the author came to a final decision on the actual layout of the scene, different items were tried out until the author found the best balance and added interesting features which would help to convey the scene without overpowering the focal point - the E-10.

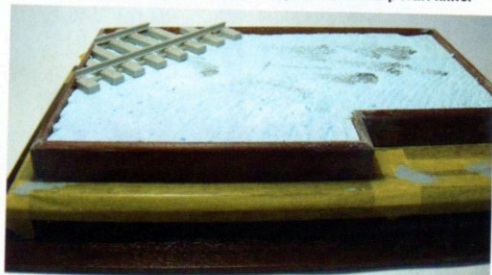
standing mast. Some tubes were fitted using plastic rod, and a wire was run towards the top to connect the box with the power lines. The masts were then painted with Vallejo-air Black Grey (056) and German Grey (052) and weathered with 'Industrial Earth' pigment and some varnishes for wet effects. The concrete bases were painted light grey, and received some washes with white acrylic paint

and sand coloured Tensocroms. Finally a manhole was fashioned from a piece of plastic card and a diamond shaped fender, left over from Dragon's Initial Tiger I kit. With these finished it was time to start working on the groundwork. First the rails were stuck in place using double sided tape. Ballast was made from small stones, again sourced from a friend in TWENOT. The stones were mixed with diluted

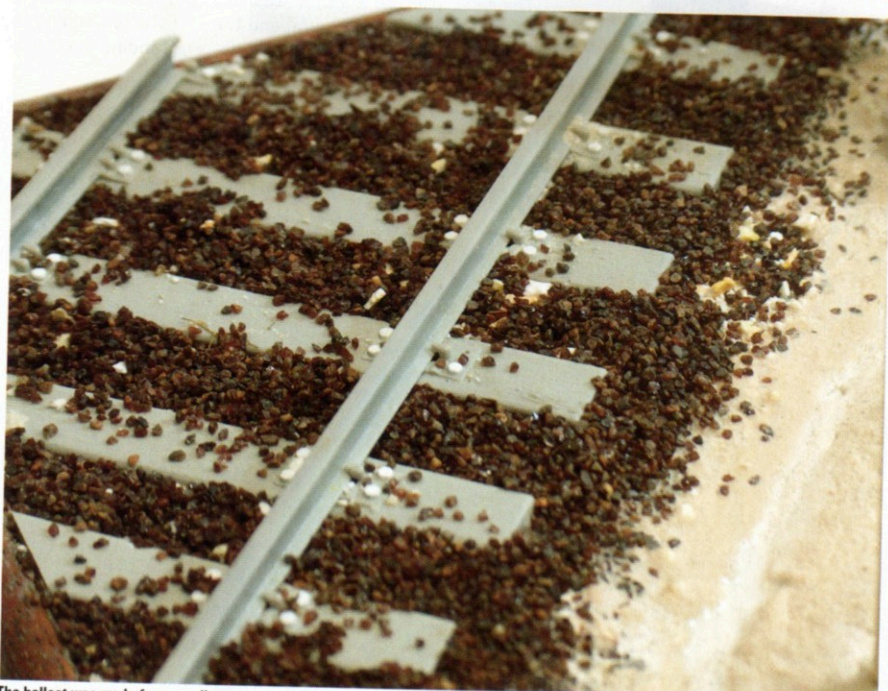
white glue, and 'poured' into place between the sleepers. I started to mix some wall filler with white glue and water to make up the basic groundwork. This mixture was spread over the base using a putty knife, and shaped using a large wet brush. A small ditch was formed along the railway track, as well as some small and larger pot holes. Two cocktail sticks were added as road markers. The crushed barrels



In the end the author opted to include a small section of railway track to fill the corner of the groundwork. A section of Trumpeter track was chosen and detailed with a hexagonal punch and die set, the wood grain was also improved by adding extra grain lines and splits with a sharp craft knife.



The track section has now been fixed in place and the 'Styrodur' building insulation foam has been carved and scraped to start the texturing effect of the groundwork.



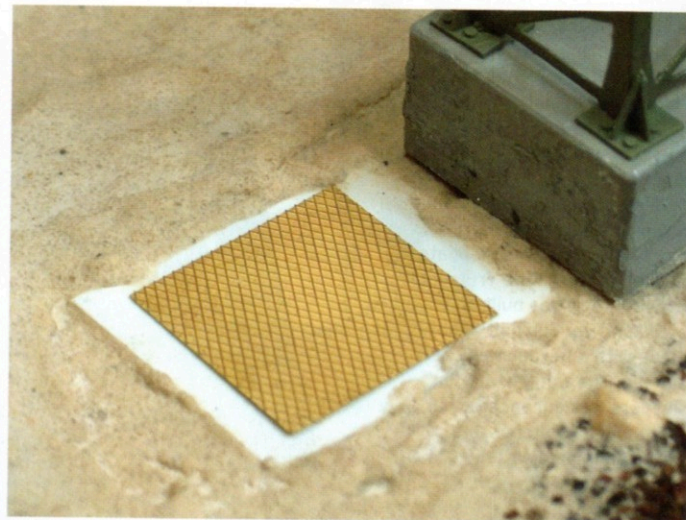
The ballast was made from small stones sourced from a friend at the author's local model club. Your local model railway shops is always a great place to source items perfect for dioramas. The stones were mixed with diluted white glue, and poured into place between the sleepers and along the sides of the track.





The manhole cover was fashioned from a piece of plastic card for the surround and a piece of diamond patterned etched brass for the cover. The etched brass part was actually one of the spare fenders included in Dragon's Initial Tiger I kit.

The metal masts were from a company called Viessmann, these HO scale metal masts were not cheap but the author really felt they were worth the expense. Some extra detailing was added from plastic card and rod.



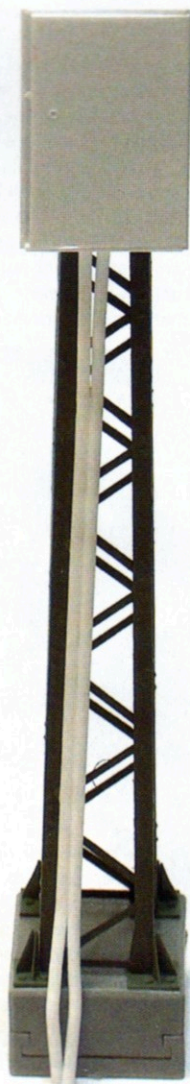
and the man hole were worked into the groundwork and just before the mixture had fully set the E-10 was pressed into the groundwork so it will sit right on the finished diorama. The base was then set aside for 24 hours to dry.

After it all had cured the whole base was airbrushed with X-18 Semi-Gloss Black. The barrels were picked out in Vallejo-air 'Panzer Ochre' (081) highlighted with 'Sand Yellow' (028).

The road and the railway sleepers were painted with 'Dark Earth' (029) and 'Burned Umber' (040) while the rails and the ballast were painted with 'Black Grey' (056) again. With the base painting done it was time to do the details. The railway track received various washes of diluted pigments, acrylic paint and oils, to give it a stained and natural look. The rails received multiple washes of browns and rust colours, and the top of the rails was given a metal

sheen by rubbing a graphite stick over them. The tops of the road markers were painted with Vallejo 'Off White', and after that were glazed over with some 'Weathered Wood' from a Panzer Aces set, emphasising the wood grain. The manhole, which had been primed with Black Grey, was given a rusty appearance by sponging various rust colours on it, finishing it off with 'Dark Rust' Tensocrom. Grass was added with Heki Decovliess, again a railroad product that is very useful. This comes in fairly large mats with a fibre backing and is easily cut to size. The masts were fixed into place, and worked into the groundwork using the same wall filler / white glue mixture. With these in place the wires could be fixed to them. I used fine copper wire, again sourced from yet another friend in TWENOT.... I owe a lot to them! I started adding the wires to the standing mast first, fixing them in

place with a bit of super glue. They were then run down to the other, bend, mast and fashioned in such a way that it looked as if the were stressed to the max, entangled into one and other. A piece of the insulator brace of the bend mast was left dangling in mid-air, to give it an extra dramatic look. The wires were then painted with Humbrol Flat Black, and given a wash of Burned Brown Tensocrom after that. With all of that done, it was time to get wet. I started to dust Dark Mud and Russian Earth pigments on the groundwork. These were then blended with Semi-Gloss Vanish from Vallejo. This gives a good varied wet effect on the groundwork. The puddles were slowly built up using layers of Vallejo 'Still Water'. To give an effect of floating mud particles I added a drop of 'tracks primer' from a panzer aces set and Russian Earth pigments to the still wet water, and blended it



The insulators on the top of the mast came from the old Tamiya Road Sign set. Fine solder wire was used to make the wire to connect the junction box with the actual power lines.





Even from this photo of the unfinished scene, the power line masts and section of railway add far more interest than the small tree the author first tried. A bit of trial and error and test fitting of different items has really been worth the effect for the final result.

in with a brush. 'Still Water' has a tendency to creep up at the edges. I tried to overcome this by adding it in layers, making sure the next is kept within the boundaries of the former layer, making it look almost completely flat. A few leaves were added using birch seeds stuck to the surface with a drop of varnish. After setting, these were picked out with various browns and greens.

#### FINISHING IT OFF

Now all of this may seem a quick job, but all in all it has taken most of my spare time for a couple of months to finish. I'm not complaining, it was enjoyable time, well spent! The base has taken me at least two weeks (working in my spare time, mostly in the evening) and all this time the E-10 had been waiting in my display case. After taking it out I added



Once the basic groundwork had received a primer coat of satin black, the next step was to airbrush the barrels in Vallejo-air, Panzer Ochre 081 highlighted with Sand Yellow 028.

a few more tweaks, including an Armorscale antenna. It is always good to put a finished model aside for at least a few days, so you can have a fresh look at it, and decide whether or not it is really done. After the final tweaks it was time to add the E-10 to the groundwork. Although I had pressed it in the still wet groundwork before, it was still 'floating'. This wasn't a big problem, because the tank would

be fixed to the base by a wet mud mixture. I mixed some wall filler with a large amount of 'still water' some pigments and a drop of 'dark earth' paint. This was carefully poured onto the groundwork, and the E-10 was pushed into this mixture. Where needed I added some more of my mud cocktail, making sure it all looked right. After leaving it to dry for about an hour I then poured some pure







The splattered mud effect on the side skirts was achieved by mixing up Mig pigments into a 'slurry' onto a brush, then by holding an airbrush up to the brush give the brush a quick blast of air, which then blows the pigment on to the desired area of the model.



The plastic base of the mast was given a coat of modelling putty to represent concrete. The realistic puddles were created by applying several layers of Vallejo Still Water. The leaves are actually Birch tree seeds.

◀ 'still water' on the groundwork beneath the tank. Muddy swirls were again added by 'tracks primer' and pigments to make it look like a puddle disturbed by the tank's tracks. All that remained now was the addition of a name plate, and it was done..... Or was it not? Again the completed scene was put aside for about a week. After another fresh look there were still some points that could be improved. The grass received a wash of dark green and brown acrylics, to tone it down a bit, and some water was added to puddles in need of improvements for instance. But there you have it, it was finally done.

## CONCLUSION

Considering the fact that I was going to build this model 'out of the box', as a quick break from other modelling projects, I can say it took a bit more time than I anticipated.... I don't always make such an elaborate groundwork for my models, but I felt it was needed for this to give it that 'last resort'

feel. This is a very rewarding subject though, as you get to let your imagination run wild. In fact it is so enjoyable that I could not resist, and am about to start building another 'paper panzer'.... The E-10's big brother, the E-25!

I would like to thank my friends in TWENOT modelling club for helping me out with bits and pieces for this diorama, and also a big thank you goes out to Adam Wilder, for helping me with advice on the mud and wet effects. ■

## Modelspec

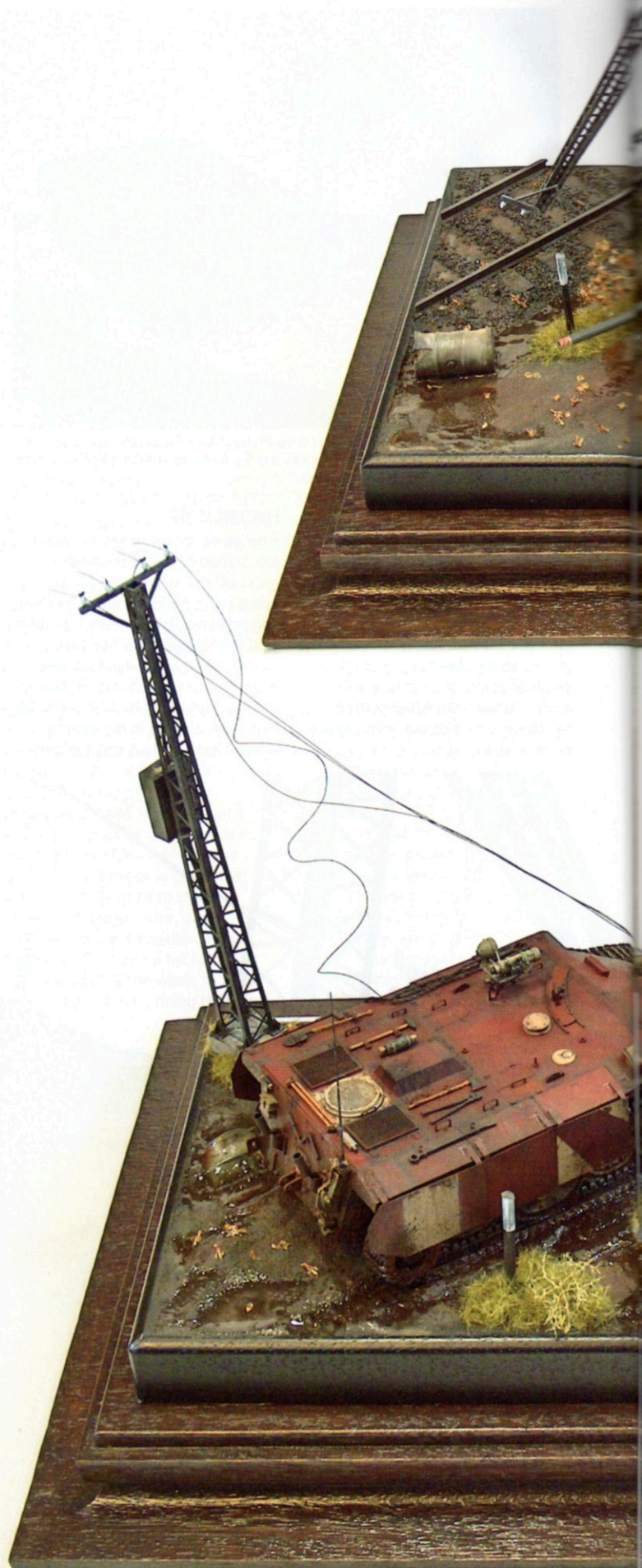
Trumpeter Entwicklungsfahrzeug E-10 Item No. 385

### Sets used

Reality in scale: Crushed and dented oil drums  
Viessmann: H0 scale metal masts 195mm No. 4117  
and 170mm No. 4116  
Tamiya: Road Sign set, No. 35067

### Available from

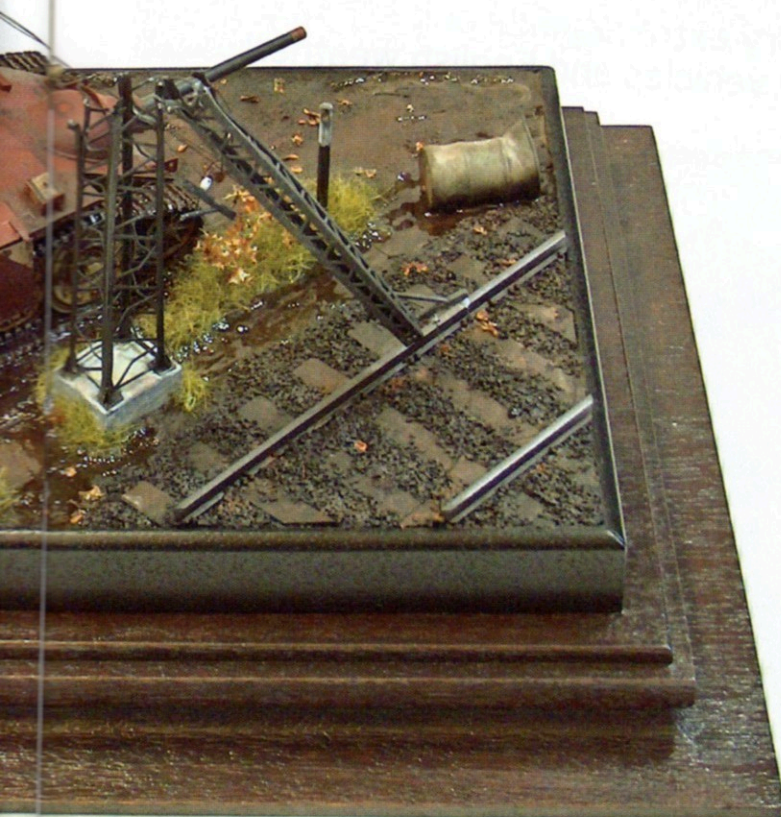
Reality in Scale - [www.realityinscale.com](http://www.realityinscale.com)  
Viessmann - Model railway retailers  
Tamiya - All good model shops Worldwide







Unusually there are no figures in this diorama to help add scale and life to scene, in this case it adds to the dark and moody atmosphere.



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Every year, over 4000 military vehicles and supporting infantry gather in rural Kent. But this isn't a military exercise, it's the 'War & Peace Show', the World's largest military extravaganza. Held this year at the Hop Farm near Beltring, from 16th - 20th July, the War & Peace Show brings together Militaria collectors from all over the world. At the show, Jeep and Kugelwagen parts share stall space with uniforms and model kits.

For enthusiasts with deeper pockets, the War & Peace show is awash with military vehicles for sale. If you're looking for a Jeep, a DUKW or even a tank, then this is the show for you. No matter how much spending money you take, it won't ever be enough. There'll always be something else at the show that you'd like to add to your collection.

Centre-piece is the main arena, where you can feel the raw power of tanks as they rumble past, or watch the many engagements recreated by re-enactment groups. Convoys drive the 'Ho-Chi-Minh trail' while being ambushed by Vietcong guerrillas, or XXX Corps

armour breaks through the German lines. It's all in a day's play at the War & Peace Show.

This year a rare Panzer 38(t) made an appearance, and veterans from the WWII Easy company 'Band of Brothers', signed autographs in the Victory Marquee, while making a stop-over on their way to Normandy.

The 'peace' element of the show goes a long way toward setting the atmosphere of this unique event, with tributes to 40s entertainers and fashion shows being held in the 'Victory Marquee'. This year saw more 'civilian re-enactors' than previous years, further adding to the experience.

'Beltring', as it is simply known by most enthusiasts, isn't just a show it's an experience. It's where you get to 'live' your chosen war, day and night. When you return to 'the World' things don't seem the same any more and you look forward to your next 'tour'.

The 2009 War & Peace Show will take place between 22-26 July. A tip for anyone new to the show, is to take lots of disposable cash and don't try to do it in a day. It's huge. ■



Salvaged from a Norwegian scrapyard, this Panzer 38(t) Ausf F was one of the rarest vehicles at the show



'Band of Brothers' veteran Don Malarkey inspects re-enactors of the 505th PIR 82nd Airborne

# EXPERIENCE BELTRING

Ade Pitman visits the World's largest military extravaganza and experiences the whole spectrum of military vehicles and English weather!



Originally planned to be an up-gunned Cromwell, so much redesign was needed to fit the 17 pounder gun that the Comet virtually became a new vehicle.





The 1:6 scale all-metal King Tiger kit from Armortek showed every bit of its 'made in England' quality



The Soviet ATLM tracked artillery tractor made short work of the Beltring mud



SAS Landrovers are always a popular subject with modellers and collectors alike



The whine and growl of the REO truck makes it instantly recognisable, even during a Vietnam style downpour, which offered a realistic setting as this 'Gun Truck' sets off for another convoy



Too late to see service in WW2, the Centurion proved itself as one of the best post-war tanks, seeing action in Korea, Vietnam and the Middle East. Note how much turf has been ripped up even when being manoeuvred at low speed to park up!





A Churchill Mk 7 fitted with a Crocodile flame projector in place of the hull mounted BESA machine gun leads the British armour around the main arena



A German StuG III assault gun carries troops into action. This particular StuG is in fact based on a British FV 432 armoured personnel carrier chassis and was used in the series 'A Band of Brothers'



Less well known than its Sherman cousin, the Valentine also served as a DD amphibious tank. Notice the skirt around the hull. This would have been inflated when the tank needed to float



Everyone loves a Tiger. This one is based on a Russian T55 chassis and like the StuG III has been used for film and television work, such as 'A Band of Brothers' and 'Saving Private Ryan'



No military show would be complete without the ubiquitous M3 Half-Track, this one being the M16 armed with a quad-fifty anti-aircraft gun





# Book Reviews

## CZECH REPUBLIC ARMY - VEHICLES OF THE MODERN CZECH REPUBLIC ARMED FORCES (PARTS 1 & 2)

TANKOGRAD PUBLISHING • 64 PAGE S/B

The latest additions to Tankograd's excellent Missions & Manoeuvres range are No 7010 Vehicles of the Czech Republic Armed Forces (part 1) and No 7011 part 2. Each volume contains 64 pages of full colour photographs and supporting text in both German and English. The text from the first photograph in volume 1 states "The motorpool of the modern Czech Army fields a wide variety of former Soviet-built vehicles, locally manufactured products and western military vehicle imports" The following pages prove how true this statement is.

Volume 1 covers BVP-1 and 2 (the Czech designation for the Soviet made BMP-1 and 2s, T-72M4CZ which is an up armoured & improved T-72, basic T-72Ms, MT55 Bridge layer, and then moves onto wheeled trucks and car including the Land Rover Defender, there are even a couple of pages of helicopters.

Volume 2 covers the vehicles utilised by the artillery brigade including ShKH vz.77 Dana a 152mm eight wheeled howitzer and support vehicles on the BVP chassis. The Czech special forces with adapted Land Rover Defenders and even a M1025 HMMWV. There is a logistics section covering various trucks and tank transporters. The Air-Defence missile brigade also gets a look in with photographs of SA-6 Gainful and SA-13 Gopher. It is perhaps the vast range of vehicles covered that is the main drawback to these volumes; there are only a handful of photographs of each vehicle. It is also a shame that there are so few good models of the vehicles covered, but that is the case for any modern soviet kit. All in all a very good introduction to the range of vehicles of all shapes and sizes currently in the Czech Army's inventory. Books covering modern equipment are still relatively rare and Tankograd are to be congratulated for continuing to release new books in several ranges of modern subjects.

Available from [www.bookworldwds.com](http://www.bookworldwds.com)

Andrew Willis



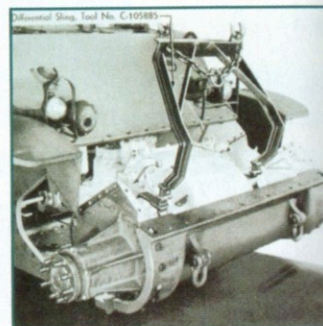
## MILITÄR FAHRZEUG AUGUST 3/2008

TANKOGRAD PUBLISHING • 64 PAGE S/B

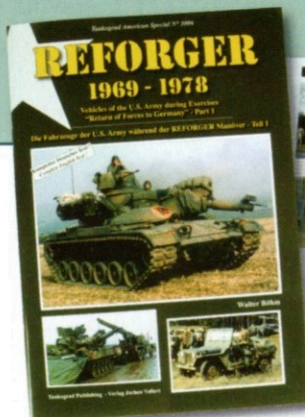
The Militär Fahrzeug series from Tankograd are well known for covering a wide and varied range of topics in each issue of this dual German/English language quarterly magazine, and this latest one is no exception. Highlights include eight pages offering some excellent photos of the Swedish Leopard 2 (S) Stridsvagn 122 on various exercises. This is followed by the second part on the Unimog 'Mountain Goat' which includes some very nice black and white photos of the prototype being put through its paces in some pretty testing terrain. Next we are treated to a seven page walk around on the Bundeswehr's brand new Mercedes-Benz Axor 1829, a general purpose cargo truck. Following this, we have features on the German 240mm m.16 (t) heavy artillery piece and the 1983 joint French/American exercise 'Bucephale' held on the Franco German border. This in particular offers some superb photos of French armour in use during the early eighties. To finish off we have two articles on modern US equipment, the first being the Oshkosh M1977 Common Bridge Transporter in use in Germany during 2006. Lastly, my favourite and most definitely the wackiest is a section on the US Navy's Aircraft Towing Tractor, this at first may not sound so interesting but I loved the series of photos showing how tractors from several of the Nimitz class carriers had been painted up in various NASCAR team colours, brilliant! Overall another fine edition of Militär Fahrzeug I can thoroughly recommend.

Available from [www.bookworldwds.com](http://www.bookworldwds.com)

The Editor







## TANKOGRAD AMERICAN SPECIAL NO. 3006 REFORGER 1969-1978

TANKOGRAD PUBLISHING

REFORGER stands for RE-turn of FOR-ces to GER-many and was a huge exercise held annually in Germany by NATO. This exercise had two objectives. The first was to offer the chance for all of the NATO countries to gain experience operating along side their allies in the typical terrain they could be called to fight in for real if the Soviet lead Warsaw Pact decided to come through the Iron Curtain during those uneasy days of the Cold War. The second objective was a show of strength to those very same Warsaw Pact forces, an attack on the West would be costly at best and futile at worst. As the title states, part 1 deals with the early years, 1969-1978 and offers a year by year account of these exercises with a brief yet informative narrative and a good mix of photos, which are split roughly 50/50 black and white to colour. I personally am a real fan of NATO vehicles from the Cold War era, before they were all painted in the dull modern three colour scheme. This book offers some excellent photos of a whole variety of soft skins and armour painted in the MASSTER trial camouflage scheme. This scheme consisted of sand, brick red, green and black and was designed to be painted on by the individual vehicles' crew, which pretty much guaranteed that no two vehicles were painted the same.

If you are a fan of Cold War US armour including M60s, M60A1s, M60A2s, Sheridans M113 and self propelled artillery then this is definitely the book for you!

Available from [www.bookworldwds.com](http://www.bookworldwds.com)

The Editor



## FOTOS FROM THE PANZERTRUPPEN - THE EARLY YEARS

LEE ARCHER AND WILLIAM AUERBACH

ISBN 978 095559402 1

This book marks the start of a brand new series from the 'Panzerwrecks' team and is produced in the same softback, landscape style, allowing for large, clear reproduction of the photographs.

The book consists of 65 pages, crammed with wartime pictures of the early panzers and the men that crewed them; most of them printed one to a page.

Each photo comes with a detailed, accurate caption, giving all essential information and highlighting any details the viewer might otherwise miss, or may find of special interest, particularly when pointing out rare, or unusual features. Covered in this volume are, in order, the Pz.I, both Ausf. A and B including the training school versions and some great early three-colour camouflage shots.

Next, the Panzer II A, B and C featuring several knocked-out vehicles, followed by the Pz.Ppfw.38(t), covering the Ausf. A through E, with both action and exercise pictures. The Panzer III is up next; again covering a good selection of training ground shots, in-service vehicles and knocked-out or abandoned wrecks.

Finally, the book ends with the Panzer IV, including some of the finest photographs you will see of the rare Pz.IV 'Vorpanzer', with several close-up detail shots.

I can't recommend this book highly enough, as with the Panzerwrecks series. It offers a perfect blend of close-up detail pictures and wonderfully atmospheric photographs, with tons of diorama potential and I'm looking forward to the next volume already.

My Thanks to Lee Archer for the review copy.

Available from [www.panzerwrecks.com](http://www.panzerwrecks.com)

Darren Thompson

## TANKOGRAD TECHNICAL MANUAL SERIES NO. 6013 U.S. WWII M5 & M5A1 STUART LIGHT TANKS

TANKOGRAD PUBLISHING • 48 PAGE S/B

If you are serious about detailing your models then look no further than the TM series by Tankograd. This 48 page soft back book features pretty much everything the superdetailer needs to go to town on either the AFV Club or Tamiya kit. The book starts with a couple of pages of dual German/English text giving a basic description of the vehicle. This is then followed by a comprehensive technical data table. Straight after this page the book gets stuck into the important bit, lots and lots of very useful 'Tech' manual photos and drawings. These photos and drawings cover everything from the bottom of the hull, to the fuel system, ammunition stowage and even the official locations and sizes of the markings! And as if that wasn't enough the book is interspersed with a great mix of war time photos featuring M5s in action, including a great potential diorama shot of an M5 passing through the Ziegfried line. I can't recommend this book enough for anyone wanting to, or about to build a M5 or M5A1 Stuart. Excellent.

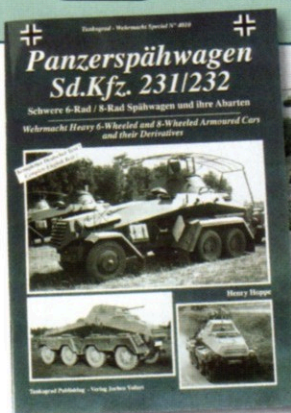
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The Editor





# Book Reviews



## TANKOGRAD WEHRMACHT SPECIAL NO.4010 PANZERSPÄHWAGEN SD.KFZ.231/232

HENRY HOPPE

TANKOGRAD PUBLISHING • 64 PAGES S/B

The excellent Wehrmacht Special series from Tankograd continues with the tenth volume, this time concentrating on the 6-Rad and 8-Rad armoured cars. As with previous volumes, the first eight pages give a basic understanding of the different production types, technical specifications and production numbers, with the text split evenly between German and English language. The remainder of the book's 64 pages is devoted to captioned period photographs of all the known types of the 231/232 series.

The photos begin with the early war 'Sechsräder' six-wheelers, with plenty of detailed shots, ideal for detailing or converting Italeri's recent kit, this chapter also includes a few shots of the Sd.Kfz.263 Panzerfunkwagen.

The following section deals with the 231/232 'Achträder', again with plenty of good clear photographs of the vehicle in the field, interspersed with a few close-up detail pictures.

The book concludes with ten pages devoted to the Sd.Kfz.233 'Kanonwagen' and the Sd.Kfz. 263 'Panzerfunkwagen'.

With over 120 period, black and white photos, over its 64 pages, the book is ideal for those wishing to add the missing details to their relevant Tamiya or Italeri kits and its A4, soft-back style offers good value for money. Recommended.

Available from [www.bookworldws.com](http://www.bookworldws.com)

Darren Thompson



## TANKOGRAD BRITISH SPECIAL NO. 9008 BATUS - BRITISH ARMY TRAINING UNIT SUFFIELD

CARL SCHULZE • TANKOGRAD PUBLISHING • 64 PAGES S/B

The first 13 pages of this latest 64 page Tankograd publication featuring the Modern British Army offers a fascinating insight to the history and workings of this 2,691 square kilometre live fire training area in Alberta, Canada.

Fans of modern British armour are in for a real treat with this edition as it's packed with superb large clear colour photos (118 in total) covering virtually every vehicle in the Army's inventory, from Challenger II MBTs right down to OPFOR Land Rovers (looking like something from a very low budget Sci-Fi movie) and everything in between.

The photos are kept to a maximum of only three per page and in many cases only one or two, which makes them perfect for sourcing reference whether it be for detailing, painting or weathering.

There are even a couple of excellent photos of the completely 'red' painted Warrior MCVs which are part of the range safety vehicle fleet.

Another superb edition that I can thoroughly recommend.

Available from [www.bookworldws.com](http://www.bookworldws.com)

The Editor

## TANKOGRAD MISSIONS AND MANOEUVRES NO. 7012 AUSTRALIAN ARMY 1ST BRIGADE

GORDON ARTHUR

TANKOGRAD PUBLISHING • 64 PAGES S/B

Not a subject that seems to get much coverage are the vehicles of the Australian Army, but now thanks to Gordon Arthur and Tankograd Publishing this has been rectified with the publication of this latest addition dedicated to the 1st Brigade. This edition follows the usual format with the first few pages, five in this case covering the history and organisation, the remaining 59 pages feature a superb selection of large format colour photos covering the many vehicles employed by the brigade. The book covers everything from the lowly Dump Truck up to the brand new M1A1 MBT, which has just replaced the ageing Leopard 1A3 (AS1) and for anyone interested in either the ASLAV or the M113 series, then this book is perfect as both vehicles are covered in detail.

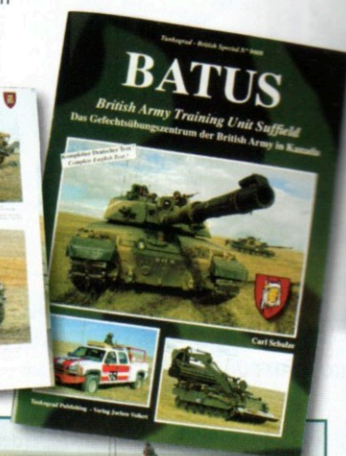
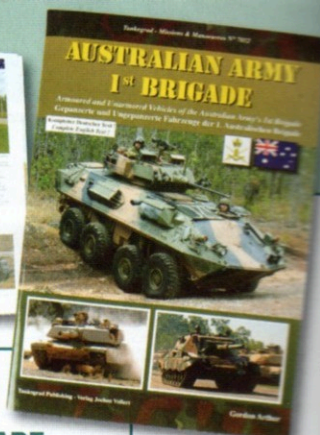
A few years ago I built the AFV Club M113 MRV for the Tamiya magazine and thoroughly enjoyed it, especially painting the distinctive AusCam camo scheme. So much so I wanted to build some more Aussie vehicles for myself but drew a real blank when it came to obtaining reference, but now thanks to this latest addition to the Tankograd range I don't have that excuse anymore.

A first class title offering a fascinating insight to a subject that hasn't been given the coverage it deserves.

Wholeheartedly recommended.

Available from [www.bookworldws.com](http://www.bookworldws.com)

The Editor







# CZECH THIS CHALLY OUT!

Keith Goldsworthy inspects the all new A30 Challenger from the Czech manufacturer SKP.

The latest full kit release from SKP is that of the A30 Challenger. The Challenger was a result of a desire to up-gun the British Cruiser Tank Mk VIII, aka the Cromwell. Aside from the much larger turret (required to house the 17pdr gun) the Challenger was somewhat longer than the Cromwell with the inclusion of a sixth road wheel required to support the lengthened track. The longer track was required to reduce the ground pressure created by the increased weight. The Challenger saw action in NW Europe (although not deployed on D-Day) but the whole series of tanks was withdrawn from action early due to a weakness in the idler wheel. It was returned to frontline action later in the autumn of '44, serving in regiments issued with Cromwells. Although cutting a somewhat conspicuous silhouette the overall height was still less than a Sherman.

The description of the model on SKP's web site as an injection moulded kit tells only part of the story. This is, in fact, a multimedia kit in the truest sense with all media represented. The bulk of the parts contained within 5 large sprues are injection moulded plastic. Anyone familiar with SKP models will recognise this grey coloured plastic. It appears quite soft but does not diminish the level of fine detail such as rivet heads on items such as the fenders and stowage lockers. Two brass etch sets are provided including items such

as fender supports, tow cable brackets and the exhaust screen. Brass is further represented by a beautifully turned BESA machine gun that is meant to be coaxially mounted in the turret. However my reference material indicates that the Challenger was equipped with a 0.30" calibre Browning. No doubt this will be contradicted by someone with a greater knowledge. Tow ropes are portrayed by several lengths of copper which are easier to manipulate than brass. The ends of these are to be inserted in resin cable ends. This same resin is used to create the sprockets and several other smaller items. The multimedia nature of the kit is continued by some pre-shaped silvered plastic to be mounted in the headlight and roof-mounted spotlight. A turned aluminium gun barrel, complete with muzzle brake, rounds off the multimedia components.

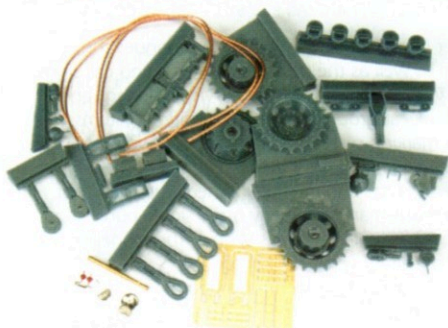
The hull and turret are provided as several separate plates, much like the rear thing, requiring careful assembly to ensure correct alignment. The plastic parts themselves appear to be well detailed although some flash is present requiring minimal clean-up. The lower hull sides sandwich the suspension units (those who have built Tamiya's Cromwell will be familiar with this approach) and the construction allows for some deflection of the road wheels. Tracks are supplied as individual links which snap together (gluing is also recommended). However clean up of each track link will be required (a somewhat

monotonous task).

The instructions are well done. A small booklet contains exploded views of each stage of assembly. However care should be taken with the numbering of parts. One of the main sprues is mislabelled according to the instructions. This, coupled with the fact that individual parts are not numbered on the sprues, requires concentration during assembly. Another point about the sprues is the fact that some parts are not used (indicated at the start of the instructions). However care should be taken with this as some parts (and the mantlet is a prime example) appear to be duplicated, albeit with some differences. Although I have not started to assemble the kit, it does appear that the mantlet that we are told should NOT be used does appear to be the dimensionally correct piece when compared to its cousin on another sprue. Basically make sure everything is test fitted before gluing if in doubt.

Decals are provided for four different vehicles, 2 Czech, 1 Polish and 1 of the 11th Armoured Division. Once again the use of reference material should be used to ensure the correct version of the Challenger is modelled, as despite the kit being advertised as a late version, the parts are provided to build an early version. The last 100 vehicles off the production line were equipped with modifications such as appliqué armour, revised cable stowage and revised towing pintle and deemed the late version.

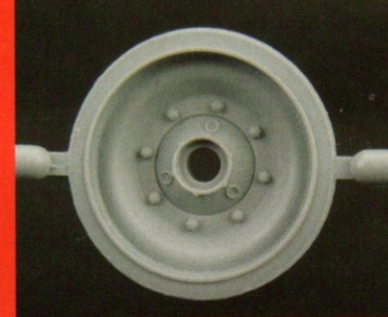
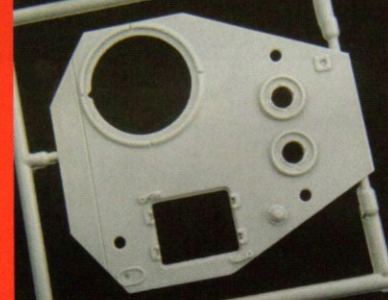
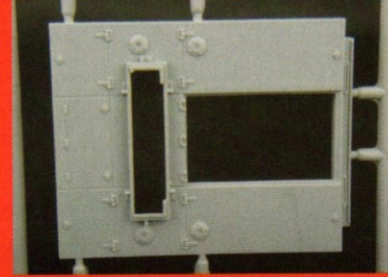
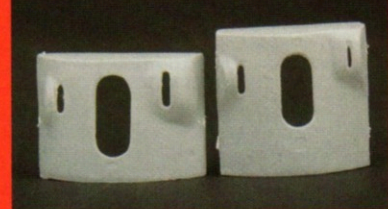
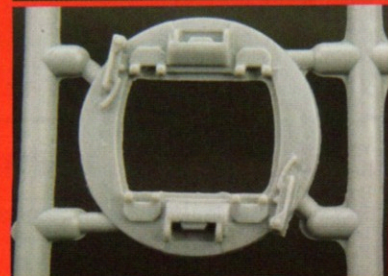
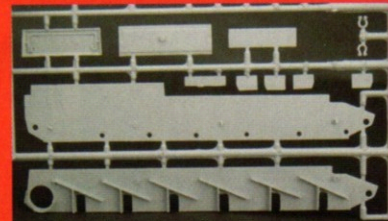
Highly recommended. ■



The SKP Challenger is a true multi-media kit, offering resin, copper wire, etched brass and turned metal barrels.

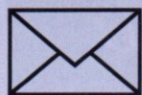


The co-ax machine gun has been turned from brass. The lenses for the lights have all been cast in resin with metal reflectors.



The individual track links are resin cast items, some clean up will be needed before they can be assembled.





# Letters

## RECOMMENDED READING

### WHITE THUNDER CENTAURO INSIDE OUT

WWW.BLUE-STEEL.INFO  
ISBN 978-9953-0-1255-1



All I can say is, I wish I had this book on my workbench when I built the Model Victoria Centauro back in issue No. 6. Author Moustafa El-Assad has been given unprecedented access to this great looking Italian armoured car whilst on UN peacekeeping duties (UNIFIL) in Lebanon. The book is packed with large clear colour photographs, I particularly liked the up-armoured vehicles featuring the new Otto Malará appliqué armour package along with the marking from previous assignments such as KFOR and IFOR which are still visible on the hull sides. If you are waiting for the new 1:35 kit from Trumpeter, then I can thoroughly recommend this book for not only detailing reference but for colour schemes and weathering. I for one have found the photos to be so inspirational I can't wait to get my hands on one of the new Trumpeter kits and have a go at the 'difficult to get right' white UN colour scheme. Highly recommended.

Available from [www.bookworldws.co.uk](http://www.bookworldws.co.uk)

### THE LAST WORD

I've been building models, mostly aircraft, since I was a kid (a long, long time ago), but a few years ago, I got hooked on armour. As with most armour modellers, I took to buying the relative magazines. Some occasionally when an article took my fancy, and some, like this one, which I find to be a great read, I took out a subscription. Unfortunately, over the last year or so I've noticed that some of the people writing to the letters pages, seem to be suffering more and more with RMS; Repetitive Moan Syndrome! To quote two

examples (and they're not the only ones), you had one gentleman recently who was threatening to cancel his subscription all because very occasionally you included things with wings. If it had been an article on flower arranging he would have had a point, but come on, get a life. When I spent my five and a half years in the army and was stationed in Germany, we shared the camp with the Army Air Corps and they had things with wings and whirly bits on top and were flown by soldiers. I thought the articles that you included on the Vietnam Huey and

the WWI Camel were very good and contained lots of techniques that were relevant to all kinds of modelling, as are articles that I have read on the German WWII locomotives that Trumpeter have produced. Speaking of which, I expect someone somewhere will be threatening to cancel their subscription to that magazine because of the inclusion of railways.

The second example is one that I've seen in several magazines over the past year or so. For many years now modellers have had a steady stream of 1:35 scale models released by many manufacturers, but a couple of years ago, Tamiya and to a lesser degree HobbyBoss, began to release some excellent armour models in 1:48 scale. Judging by some of the responses in the modelling press, you'd think that was heresy. One correspondent wrote that as he'd supported Tamiya for 20 years by buying 1:35 scale armour, he felt that he'd been "kicked in the teeth" because they had dared to branch out into 1:48 scale armour. Do some people need a reality check here? We are talking about a hobby, something that is supposed to be relaxing, not life and death. Personally, I have no time for "Paper Panzers", "Luftwaffe 46" or any scales other than 1:72, 1:48 or 1:35. But that doesn't mean

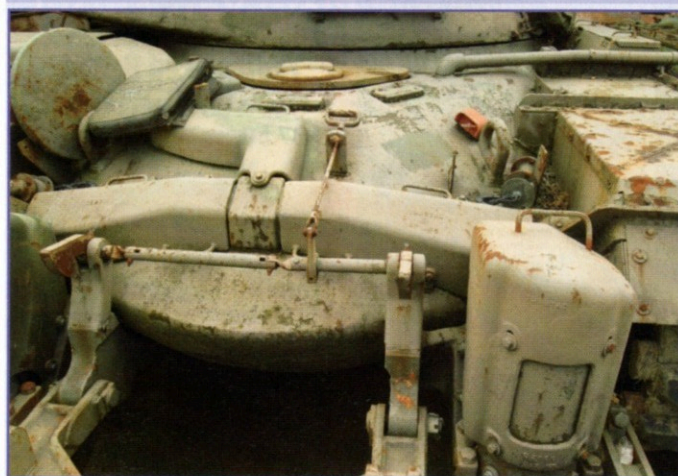
that I would ever try to stop the people that have an interest in these fields, and if these appear in magazines, so be it. I certainly won't be rushing to cancel my subscription.

There are many things that I could have a snipe at, "rivet counters", "scale colour experts" etc, etc, but I would be in serious danger of becoming a sufferer of RMS myself. So the next time Mr. Angry of Accrington (or wherever) wants to throw his toys out of the pram, just think of what a fantastic hobby we have today and compare it with what was available when I was first modelling. Apart from Airfix, Frog, Aurora and Revell, there wasn't much out there, certainly any state of the art Japanese models and umpteen magazines to choose from. I apologise for this long winded ramble, but the relief valve was about to lift so I needed to let off some steam. So now I'm going to finish off the 1:1 scale model of a French farmhouse that I'm working on, then I can get back to my 1:48 scale Crusader.

Regards,  
John Bryce.

**Ed says:** Thanks John, I think you have voiced the opinion of the silent majority and lets hope this brings this heated debate to an end?

## RANDOM REFERENCE!



### EXTREME WEATHERING

This M48 Patton fitted with a dozer blade can be seen stored outside at the Saumur armour museum in France.

Of interest is how severely the paint has faded and flaked. It must be remembered when weathering any military vehicle, the amount of time it has been in service and what are the conditions and climate it has operated in. This form of extreme weathering would be no good for a Panther or King Tiger produced in the closing months or weeks of WWII for example.



# WRITE TO:

MMI Letters, ADH Publishing, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, UK  
Tel: 01525 222573 Fax: 01525 222574 Email: editor@modelmilitary.com

The views expressed are not necessarily those of the editor or publisher. Letters may be edited for publication.



## MESSAGE FROM THE EDITOR

### RESTORING S130, THE LAST S BOAT

Recently I was lucky enough to have been given the opportunity to visit the last surviving S boat, or often referred to as E boats, which has recently been purchased by the Wheatcroft collection. The boat has been moved to a boatyard just across the river from where I live in Plymouth and is to be fully restored to original condition. Talking to John Owles, the project manager he estimates the job to last some 4 to 5 years and will cost a lot of money. At present they even have divers recovering parts from four S boats that were scuttled off the coast of Denmark at the end of World War II.

Over the coming month I plan on visiting the boat and will be featuring an article offering some fascinating historical facts on this 'old lady' along with detail shots for anyone waiting to get hold of Italeri's all new 1:35 kit of this infamous machine.

See you again on October 2nd

**Spud**

John 'Spud' Murphy

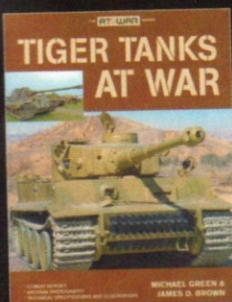


# MOTOR BOOKS

24 hr Online Ordering

Feature of the month

## Tiger Tanks At War



Author: Michael Green & James D Brown  
Published by Zenith Press

**£34.95**

The German Tiger Tank had a fearsome reputation as being one of the best tanks of the Second World War and one of the most deadly and best tanks ever built. So it was only a matter of time before the popular 'At War Series' by Zenith Press would include a title on it. An A4 Softback at 127 pages including combat History, Archival Photography and Technical Specifications with Illustrations you get all this for just £12.99. This is the perfect book for anyone wanting a good and involved history on the Tiger Tank but doesn't want to splash out on any of the more expensive titles on this legendary weapon.

### Information

**London:** Aviation, Naval, Military Dept  
36 St Martins Court, St Martins Lane,  
London, WC2N 4AN  
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Mon- Fri 09.30-18.00 (Thur 19.00), Sat 10.30- 17.30

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# MEGA MOVER

One of the leading attractions at last year's War and Peace show was the Oshkosh Tank Transporter. Zackary Sex managed to get up close to this monstrous tractor and trailer to bring us this photographic report.

**A**fter many years of using Scammell tractor units, the MoD has turned to America for its latest heavy lifter. The Oshkosh 1070 8x8 tractor unit combined with the GTS100 7-axle semi-trailer answers the British army's current heavy lift and transport requirements. With a carrying capacity of 72 metric tonnes, the Oshkosh can easily deal with the mighty Challenger II or AS90. Its after-cooled Caterpillar C18 turbo-charged diesel engine can produce 700 horse power, more than enough to pull any rig out of the mire. Currently, the British army has a standing order for 92 tractor and trailer systems with the option of adding an additional 28 units. ■





▲ A detail shot of one of the Oshkosh's eight wheels. All of its nuts and bolts are protected by a smooth cover while the under flushed indicator light is in keeping with its modern design.



▲ A side view of the passenger door. A simple pressed steel design. Of note are the recessed steps and crew lockers wand full length narrow gauge grab handle.



▲ Detail shot of winch cable unit, caged off compressed air unit and flexible suzies which bring air to the brakes.



▲ The truly busy part of this combination is where the King trailers' goose neck sits down on the Oshkosh's fifth wheel. In this shot we see the brakes' air cylinder, winch cable unit, safety housing, battery packs and spare wheels. Forget scratch building this, you'd better ring Accurate Armour!





# References - THE OSHKOSH 1070 8X8 GTS100 7-AXLE SEMI-TRAILER



▲ Close-up shot of area below the goose neck showing guide ramps, trailer hitch and flexible rubber mud guards.



▲ Detail shot of battery packs and diesel powered hydraulic pump positioned at the most forward point of the King GTS100 trailer.



▲ A good detail shot of two of the rubber block chocks, the pivot unit and one of the landing legs.



▲ Side view of the hydraulic pump assembly and trailer spare wheels.





▲ More robot dog than traditional tractor unit, the Oshkosh cab design still cuts a fine figure of a vehicle.



▲ Detail shot of the recessed, fold-down steps leading up to the driver's side of the cab.



▲ Detail shot of one of the landing legs, deployment gearbox and folding hand crank.





# References - THE OSHKOSH 1070 8X8 GTS100 7-AXLE SEMI-TRAILER



▲ Close-up shot of one of the trailer fold platforms with D-ring and tie-hook.



▲ Front right hand section of the King GTS100 trailer showing a number of fold platforms, suspension, wheels, along with a smooth flat trailer surface.



▲ Close up of goose neck steps, grab handle and upper railings. Although wear is already evident, it is quite subtle with light rusting, chipping and scrapes.



▲ Clear shot of a loading ramp's turn buckle. Note how, on even such a recent vehicle, the wear and tear is quite pronounced at the loading point.





▲ Detail shot of the spring-loaded loading-ramps fitted to the rear of the King GTS100 trailer.



▲ Detail shot of the hydraulic ram and return holding spring at the base of the loading ramp. Note how the rear light's wiring weaves its way around the fittings.



▲ View of the whole vehicle assembly, begging for a Challenger II or AS90 being plonked down on top.



▲ Detail shot of one of the many trailer wheels and bogie system. We see the brake cylinder nestled in between 2 of the 28 wheels that support the giant platform.



# Incoming

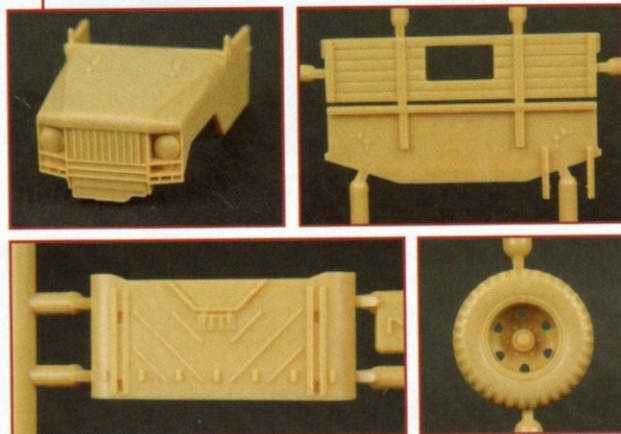


## ACADEMY

### 1/72 US M35 2.5 TON CARGO TRUCK ITEM NO 13410

Another soft skin release from Academy but in a departure from the norm is a modern vehicle, the M35 2.5 Ton cargo truck. This kit consists of just 71 plastic parts and these are nicely moulded, although some faint sink marks are evident but thankfully most are on inner facing parts but some will require cleaning up. Highlights of the kit include a nicely detailed cab section, although no clear parts are supplied for the windows and the modeller is given the option of having the seats up or down in the rear cargo bed. Two marking options are included, one finished in overall sand and based in Baghdad, Iraq 2004 and the other finished in overall olive drab based in Vietnam 1968. The M35 truck has a raft of variants and sub variants so the modeller should consult their references before deciding on which scheme to finish it in. That said if you require any inspiration, search for Gun Trucks on Google and you will find a lot of examples including one truck which has had the cab and rear deck replaced with a surplus M113 hull for the ultimate gun truck! Recommended. Available from all good model shops distributed in the UK by Toyway.

8/10 - Jeff Adams



## ACCURATE ARMOUR

### 1:35 CHIEFTAIN ARR V MK7 ITEM NO. C068

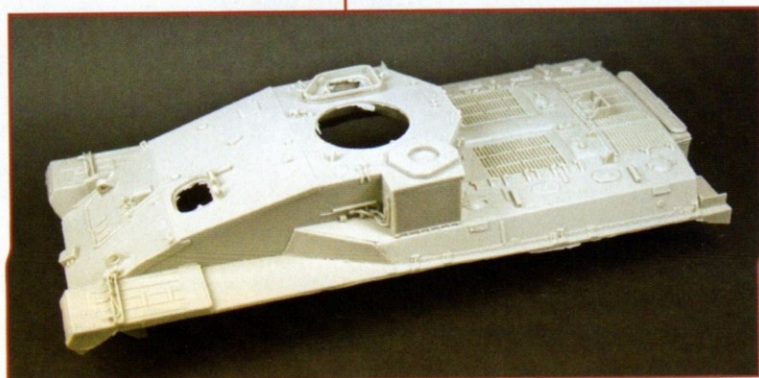
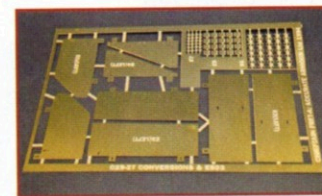
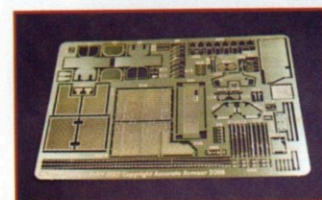
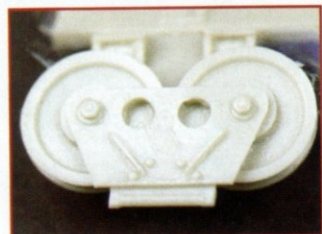
The British Chieftain MBT was a stalwart in the battle line up from the late 50s to the mid 80s. Like most tank platforms it has seen conversions and variations to allow it to extend its life as bridge layers and recovery vehicles. For all of its history the Chieftain has to be one of the most poorly represented vehicles in modelling today. In 1:35 scale there is the ancient Tamiya kit and a couple of conversions but that is it really. The basis of this conversion of the Armoured Repair and Recovery Vehicle (ARRV) Mk7 is Tamiya's Chieftain, which is; I believe actually older than I am. The conversion is in fact almost a full kit as the only parts used from the base kit is the lower hull and running gear, the rest of the kit finds its place in the spares box. The lower hull needs some surgery to remove the nose and the surrounding area with the instructions giving you the measurements of how much to remove. After this the kit is a straightforward, but complex build. The annotated colour photos that comprise the instructions will take you through the construction carefully showing you where to place the large amount of resin and etched brass parts that makes up this vehicle's very busy exterior. As well as over 200 cleanly cast resin pieces and two large frets of etch the kit provides various thicknesses of solder to represent the numerous hydraulic hoses, wire for the cables, rope for the winches and a sizeable sheet of decals. This will allow you to build six different vehicles in both NATO Green and Black and Gulf War Sand.

This is a fantastic looking kit and it should, with patience, build into an impressive looking model that has great diorama potential.

Highly recommended.

Available from [www.accurate-armour.com](http://www.accurate-armour.com)

10/10 - Graeme Carruthers



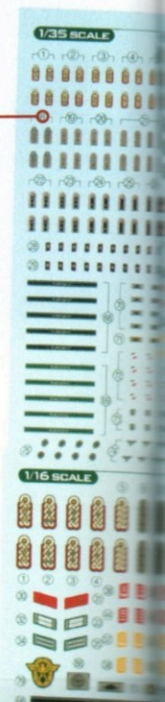
## TAMIYA

### 1:16 1:35 WWII GERMAN MILITARY INSIGNIA DECAL SET ITEM NO. 12625

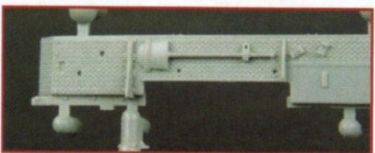
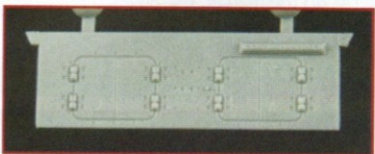
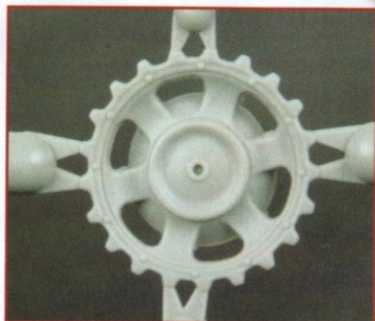
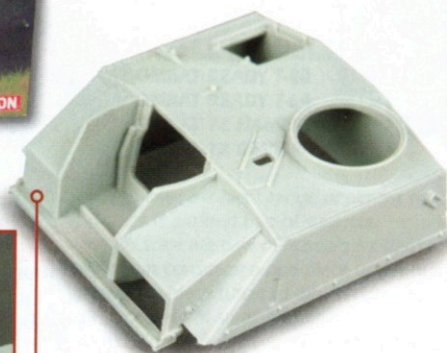
It's nice to see Tamiya producing separate decal sheets again, which offer great value for money. This latest set is geared toward fans of German subjects as it offers a wide variety of WWII Wehrmacht and Luftwaffe uniform insignia in both 1:35 and 1:16 scale. For once Tamiya's thicker than most waterslide decals have an advantage here when it comes to reproducing epaulettes and sewn-on cloth insignia. Included with the decals is a double sided A5 sheet which illustrates what all of the ranks and insignia are, as well as four examples of how they are worn on various uniforms. Produced to Tamiya's typically high standard and therefore is another set that deservedly gets top marks.

Available from all good model shops.

10/10 - The Editor







## DRAGON

### 1:72 10.5CM STURMHAUBITZE 42 AUSF G ITEM NO 7284

Following on from Dragon's earlier release of the StuG III Ausf G and in keeping with their policy of making the maximum use of their moulds, they have released the Sturmhaubitze 42 Ausf G armed with a 10.5cm main gun. This kit comprises of 132 plastic parts, five etched brass parts and a set of DS100 tracks. Again the mouldings are crisp and well detailed, highlights of which include a tiny pair of artillery binoculars for the Commander's hatch. The main gun comes with internal breech detail, the smoke dischargers are nicely done and the loader's hatch comes complete with a finely detailed MG 34. Another bonus of this kit is that you can finish it as a standard StuG III as the 75mm gun barrel and mantlet is also included. This kit comes with two marking options, the first is an unidentified unit, Germany 1945, finished in a three colour scheme and the other is another unidentified unit from the Ardennes campaign in late 1944, which is finished in an attractive ambush scheme. This is another little gem from Dragon. Highly recommended.

Available from all good model shops.

9/10 - Jeff Adams

## BLAST MODELS

### 1:35 RESIN UPDATE SETS

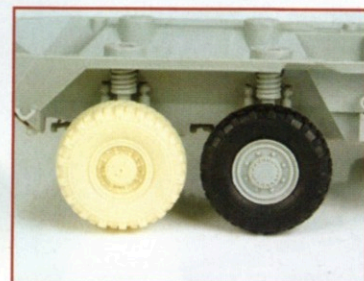
#### T17E1 STAGHOUND A/C MK.1 STOWAGE ITEM NO. BL35124K 8 USMC LAV TYPE LARGE TYRES 'SAGGED' + NEW RIMS ITEM NO. BL35132K

This month we see two very nice sets in from Blast Models. Both are great choices for detailing sets, the first is a set of eight replacement wheels to replace the hubs and vinyl tyres supplied in the Trumpeter USMC LAV kits. These however are not just the original wheels re-cast in resin but are in fact the new fatter Michelin 325/85 R16 XML tyres with a different tread pattern, as can be seen from the accompanying photos they are slightly smaller in diameter and quite a lot fatter. I have test fitted these onto the LAV-R I'm currently working on and I must say they make this mean looking vehicle even meaner.

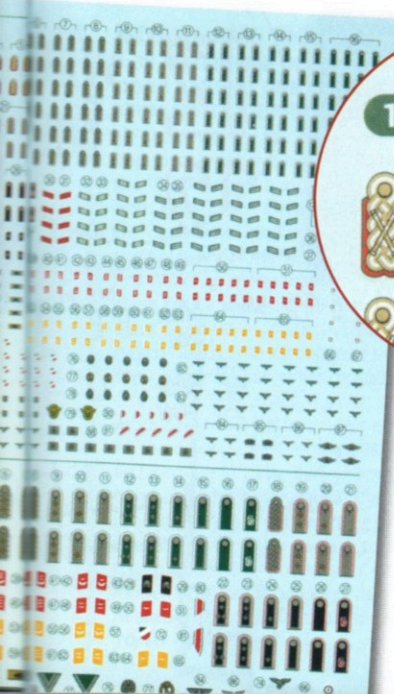
Our second sample is a very nice set of specifically shaped stowage for the Staghound armoured car. From the box top and picture it looks to be the Bronco kit this set has been designed for and I have test fitted the parts onto my 'still not finished' Staghound AA, which is based on the Bronco kit and the parts fitted absolutely perfectly. I, unfortunately don't have the Italeri kit to hand to see if they fit as well to this one, but am pretty sure both Bronco and Italeri have got the basic shapes, angles and sizes of the major components the same in their respective kit. Both sets are flawlessly cast and require minimal clean-up. Both are wholeheartedly recommended.

Available from [www.blastmodel.com](http://www.blastmodel.com)

10/10 - The Editor



The difference in the width of the new Michelin XML tyres is clear to see here. Note also the difference in hub detail.



1/16 SCALE





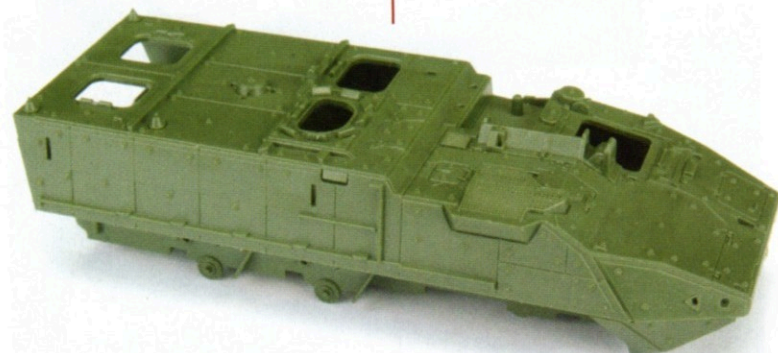


## ACADEMY

### 1:72 M1126 STRYKER ICV ITEM NO 13411

Following on from their previous release of the M35 2.5 Ton Cargo Truck, Academy have released another modern subject, this time an armoured vehicle the M1126 Stryker ICV. This kit consists of 108 plastic parts and they are all well moulded with only a few ejector pin marks and the majority of these are on inner surfaces which are not visible on the completed kit. Highlights of this kit are the finely moulded detail on the hull, all the hatches including the rear ramp are moulded separately and the M151 Remote Weapons Station is particularly well done consisting of no less than 7 parts. Two marking options are included in this kit, both finished in overall Field Green, one from E Company, 2nd Squadron, 2nd Stryker Cavalry Regiment based in Germany and the other for an unidentified US Army Unit based in South Korea. Overall this is a cracking little kit and although some modellers may bemoan the lack of bar armour, this is really hard to produce in this scale and it looks like this type of armour will be replaced by Explosive Reactive Armour (ERA) in the very near future. Available from all good model shops distributed in the UK by Toyway.

8/10 - Jeff Adams



## DELUXE MATERIALS

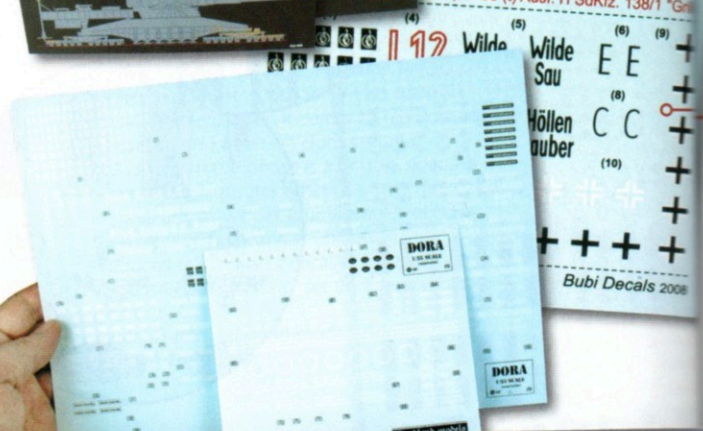
### PLASTIC MAGIC LIQUID PLASTIC CEMENT 50ML BOTTLE

For years I have been an ardent user of Humbrol Liquid Poly when it comes to building injection plastic kits. I have tried most, if not all of the liquid cements on the market, but always end up going back to my trusted Humbrol LP. Well that is until now, I received a sample of Deluxe materials new Plastic Magic to test and review. At first I thought that it may be the same as a glue called Plastic Weld, as it smelt the same and comes in the same style of bottle. This glue I never seemed to get on with, but thankfully on trying the new Plastic Magic it works much better, offering an excellent bond and worked really well when applied with a thin brush. And unlike the similar Plastic Weld it doesn't evaporate the split second the brush is removed from the bottle, therefore giving you a sporting chance of being able to actually glue anything together.

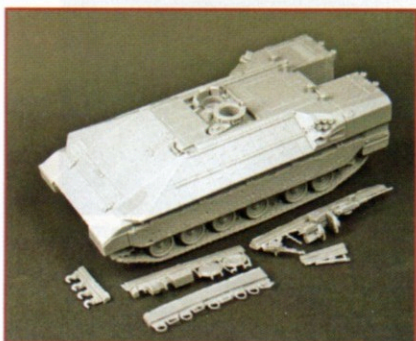
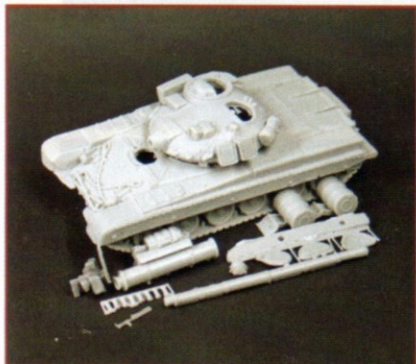
I must say that I have been assembling the Trumpeter LAV-R with Plastic Magic and I really think I will stick to using this glue from now on, I just wish the bottle was not so easy to knock over! A superb product, thoroughly recommended.

Available from [www.deluxematerials.com](http://www.deluxematerials.com)

10/10 - The Editor







## CROMWELL MODELS

**1:76 COMBAT READY T-64**  
**1:76 COMBAT READY T-64**  
**1:72 COMBAT 72 NAMER APC**  
**1:72 COMBAT 72 CENTURION WITH MONOTRAILER**

New to their excellent range of almost pre-built kits is a mixed bag of subjects.

In 1:76 scale are two of Russia's modern AFVs that consist of a one piece upper hull and a one piece turret to which only the most delicate of small fittings need to be added. The barrels have a metal rod cast down their centre so they won't suffer from drooping over time. In response to modeller's cries that even the removing of the elongated mould plugs from the bottom of the track runs is too much like hard work, Cromwell now only have the tiniest of mould plugs for you to clean up. In 1:72 scale Cromwell's earlier kit of the Mk3/5 Centurion now has a nicely detailed 200 gallon fuel trailer. As an older kit the Centurion has the long mould plugs on the base of the tracks that will unfortunately take a whole 5 minutes to remove, how will modellers manage?

The pick of the bunch has to be the 1:72 IDF Namer APC. This is the first model out there of the production Namer and consists of the main body as a single piece with only the small fittings needing to be attached. Of note is the great in-scale anti-slip coating on the kit's upper surfaces something that is missing from all but the latest contemporary vehicle kits in any scale. Again as a new kit from Cromwell, the mould plugs on the base of the tracks are only small pips.

No instructions are provided with any of the kits so as usual references will need to be sought. These are a great selection of models and will be great additions to your collection.

Highly recommended

Available from [www.cromwellmodels.com](http://www.cromwellmodels.com)

9/10 - Graeme Carruthers

## NORDLAND MODELS

**1:35 WATERSLIDE DECAL SETS**  
**DORA RAILWAY GUN ITEM NO. 55012L**  
**15CM SIG 33 PZKPFW 38(T) 'GRILLE' ITEM NO. 550055**

New to MMI are the company, Nordland Models from the Czech Republic who have produced their own line of water slide decals under the 'Bubi Decals' banner. The first two sets we have been sent are from both ends of the German inventory artillery spectrum and they are for the diminutive 38(t) and the gigantic Dora railway gun. This set contains the full array of markings and stencilling carried by this huge gun, there are in fact so many markings that they are carried on a full A4 sized sheet and a second smaller sheet. Also included is a comprehensive eight page set of instructions and a double sided set of colour drawings which discuss the evidence of a dark yellow paint or mud applied second camouflage colour covering some of the gun's components.

Our second set, though much smaller are every bit as professionally produced and offer three sets of markings for the Sd.Kfz. 138/1 'Grille'. All three are named vehicles, Höllen Zauber, Wilde Sau and Ursula, the first two are in basic dark yellow, while the third displays a mottled green finish over the base yellow. The decals in both sets have been beautifully produced, nice and thin; they are all in register and offer minimal carrier film. If you are lucky enough to have a Dora in your kit collection and haven't built it yet, then get these decals to really finish off this impressive model. Both are thoroughly recommended.

Available from [www.nordlandmodels.com](http://www.nordlandmodels.com)

10/10 - The Editor



## HAULER

### 1:48 ETCHED BRASS DETAIL SETS

In last issue's News column we had the press release from Hauler listing their latest etched brass detail sets. Well I'm glad to say I now have these sets in my grubby little hands and they are all very nice.

I consider these sets as 'sensible' ones, i.e., you aren't overwhelmed by the amount of microscopic parts on the fret and all the parts look useable and offer a genuine improvement over the kit parts they are replacing. My personal favourite is the set for the Tamiya M20 Armoured Car as this set offers some much needed extra detailing, which will really bring out the best in this open topped vehicle. Hauler really have become synonymous with detail sets for the ever expanding range of 1:48 armour. Thoroughly recommended.

### PADLOCKS HLX48242

**2 CM FLAK 38 FLAKVIERLING BASIC SET HLX48243**

**2 CM FLAK 38 FLAKVIERLING SHIELDS SET HLX48244**

**U.S. M20 ARMoured CAR BASIC SET HLX48245**

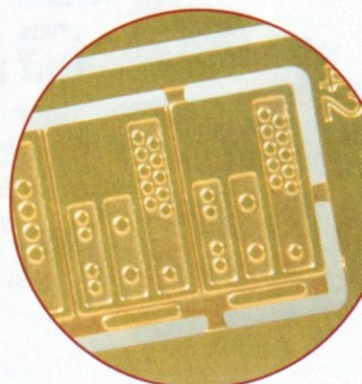
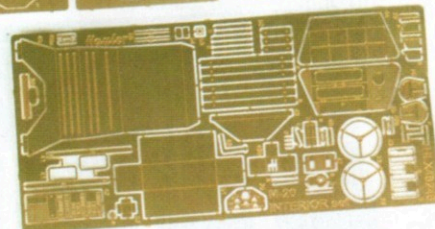
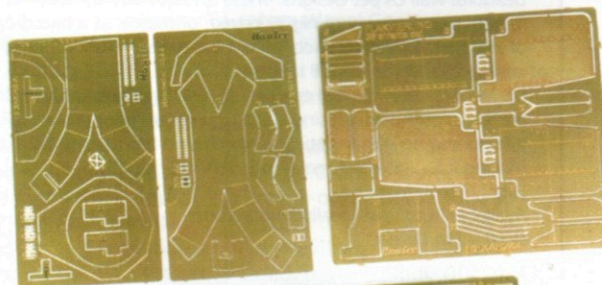
**U.S. M20 ARMoured CAR INTERIOR SET HLX48246**

**CRUSADER MK.III HLX48247**

**WIRBELWIND TURRET HLX48248**

Available from direct from [www.hauler.cz](http://www.hauler.cz) or from [www.parabellum.co.uk](http://www.parabellum.co.uk)

10/10 - The Editor





# Incoming



## REALITY IN SCALE

**1:35 VARIOUS DIORAMA DETAIL SETS**

**BUS STOP ITEM NO. 35050**

**WALL CARPETS ON REAL CLOTH ITEM NO. 35047**

**ENAMEL ADVERTISING SIGNS ITEM NO. 35009**

Reality in Scale have just sent in their latest releases. In fact one is so new, there wasn't even box art for it yet. Reality in Scale never cease to amaze me, the first item is a bus stop, (kit number 35050) but not your average bus shelter. This is a complete package, comprising of a cleanly cast resin bus shelter, a resin signpost for the 'real enamel' bus/ tram signs, a sheet of clear acetate, pre-marked for the windows of the shelter, timetables and maps, 'real enamel' newspaper advertising signs for four countries as well as a sheet of advertisements/ propaganda posters, again for four countries! Now that is what I call value for money. The shelter builds up from just five resin parts, with a nice wood structure that will look great once painted. The roof is covered with slates, which looked a bit heavy to my liking, but a bit of sanding will take care of that.

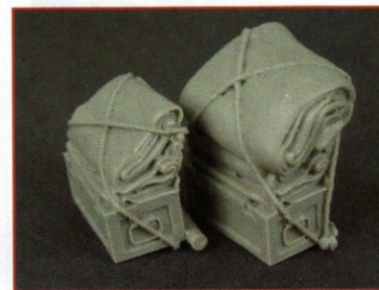
Another novel idea is set 35047, 'wall carpets on real cloth'. This is a sheet of 'furry paper', much like flock material, on which they have printed some beautiful wall carpet designs. These are very nice to use as war booty in a diorama, as they were highly prized, or maybe as a backdrop for figures of any period. The sheet contains 14 carpets, in various sizes, and will come in handy on a 1:48 diorama too.

Up last is a sheet of 'real enamel' advertising signs, 35009. On this sheet are 46 colourful advertising signs to dress up your diorama. These are not just printed on glossy paper, but each sign has its own layer of 'enamel', making it look like the real thing, very nifty stuff!

Highly recommended!

Available from [www.realityinscale.com](http://www.realityinscale.com)

9/10 - Jan Peters



## RESICAST

**STAGHOUND STOWAGE NO. 1 ITEM NO. 35.2300**

**POSITIONABLE STEERING FOR ITALERI STAGHOUND ITEM NO. 35.2301**

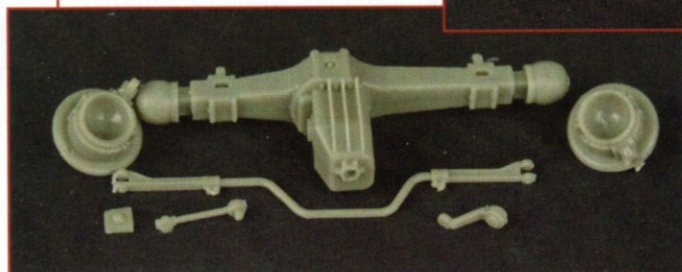
The new kits of the Staghound armoured cars are certainly receiving some attention from the aftermarket manufacturers. The latest sets from Resicast offer both a mass of really useful stowage and a new front axle designed to replace the kit part. The new front axle allows the front wheels to be positioned at an angle, which I think always adds more visual interest to any wheeled vehicle if the steering wheels are angled away from the centre line. This steering set consists of just seven parts and a clear and concise set of step-by-step photographic instructions making for a very simple conversion that's straightforward and won't intimidate anyone that's never worked with resin before.

Moving to the stowage set, this on the other hand contains some 64-resin parts and a small etched brass fret making for comprehensive stowage with more than enough to stow up two Staghounds. This set will require some experience in working with resin and etched brass and some minor surgery will need to be performed on the mudguards if opting to fit the 'inset' ammo boxes on the front mudguards. As well as providing a 'ton' of boxes, bedrolls and tarps, this set also includes the base units for the deep wading trunking and the baskets often seen mounted to the hull sides in lieu of the external fuel drums. As with the set from Blast Models, the master parts have been moulded to sit perfectly on the kit parts without any of those unsightly and unrealistic gaps when using generic parts not designed specifically for the kit they are being fitted on.

Overall two more excellent sets from Resicast to keep us Allied armour fans happy.

Available from [www.resicast.com](http://www.resicast.com)

9.5/10 - The Editor





# Next Issue

On sale October 2nd 2008

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## FADE TO GREY

Chema Cabrero offers another  
superb painting and weathering  
guide, this time its on a German  
grey Jordi Rubio Adler KFZ 13



## HAIL HIS COMET

Matt Edwards details and sets  
Bronco's Comet in a late war diorama

## FOR YOUR SAFETY

Don't forget, when using  
solvents such as glues,  
paints, thinners and cleaning  
agents, always ventilate your  
work area thoroughly and  
wear a face mask.

When using power tools,  
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that can suddenly break or  
create high-speed airborne  
particles, wear approved eye  
protectors with hard, clear  
lenses. Please always model  
in safety!



## WORK IN PROGRESS

Zackary Sex offers an introduction into the art of  
scratch building with some of his latest works

...and much more!

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## CREATING A DIORAMA PART 9

### FIGURE PAINTING

**T**his month we get stuck into the figure painting. There have been many techniques for painting flesh on figures. Robert Doepp, for example offered an in depth guide to painting a Michael Wittmann figure back in Issue 22, in which he used many different colours and it involved lots of stages. This

was a fantastic guide for the more advanced painter, but my aim here, is to keep it as simple and straightforward as possible. I'll be sticking to the new 'Flesh Paint Set' from Lifecolor and a few different oil paints to create faces and hands that will look good and will be straightforward to try.



Lifecolor's new Flesh Paint Set (CS-13) was used to prime and add the basic skins to the figures. The Lifecolor range are available in the UK from The Airbrush Company. [www.airbrushes.com](http://www.airbrushes.com)



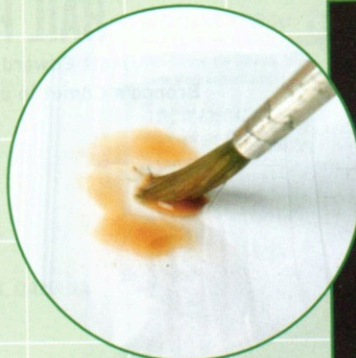
The first thing to do is to give the flesh areas a solid base coat to work from, and thanks to the good coverage the Lifecolor paints offer, this was done in just two thin coats of Flesh No.2 base mixed with a little water.



Once the base coat has been applied, the next step is to add a shadow wash using a 50/50 mix of the Flesh No.2 shadow and the Flesh No.2 base diluted heavily with water then 'flooded' over the face and hands.



After the shadow wash has dried, Flesh No.2 and No.1 base are mixed together and using a thin brush painted across the forehead, down the nose, along cheek bones and chin. This step is then repeated by adding more of the lighter tone, making sure you stay within the edges of the first colour. As can be seen it doesn't have to be perfect at this stage!



With the basic colours in place a glaze mixed from Johnson's Klear and Flesh No.1 shadow are washed over. This performs two tasks, firstly it helps to tone down the rather stark shadows and highlights and secondly it in parts a realistic sheen to the skin tones.



The final stage involves the use of the oil paints. The exact brands and colours are not critical, as long as you have a white, buff or beige and a pink, flesh tint or red to add some warmth, that's all you really need. Mix up an appropriate flesh tone, then load the paint onto a wide flat brush, a stippling action is best to fully load every bristle. The next step may seem daft but most of this paint now needs to be removed by scrubbing the brush onto some kitchen roll. You are now ready to apply the oil paint, by very gently flicking the brush back and forth over the face and hands. Now set the figures aside to allow to dry fully for a couple of days, preferably somewhere warm and dust free, such as a Tupperware type container.





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